



MILFORD

The Future is Ours

TECHNICAL SUPPORT DOCUMENT | Junction City and Geary County

Adopted: April, 2007

JUNCTION CITY/GEARY COUNTY – THE FUTURE IS OURS
TECHNICAL SUPPORT DOCUMENT

TABLE OF CONTENTS

| | |
|---|------------|
| A. PLANNING PROCESS | A-1 |
| A.1 Comprehensive Planning Process | A-3 |
| A.2 Alternatives | A-7 |
| A.2.1 Alternative #1: Regional Gateway | A-7 |
| A.2.2 Alternative #2: City of Neighborhoods | A -10 |
| A.2.3 Alternative #3: Connected Community | A -14 |
| A.3 Summary | A-18 |
| B. VISIONING REPORT..... | B-1 |
| B.1 Issues | B-2 |
| B.2 Assets | B-3 |
| B.3 Vision Statement | B-5 |
| B.4 Planning Goals | B-5 |
| C. EXISTING CONDITIONS REPORT | C-1 |
| C.1 Regional Context..... | C-1 |
| C.2 Early History..... | C-2 |
| C.3 Population Demographics | C-4 |
| C.4 Housing Demographics | C-6 |
| C.5 Socio-economic Characteristics..... | C-8 |
| C.6 Economic Development | C-9 |
| C.7 Existing Market Conditions | C-11 |
| C.8 Fort Riley | C-17 |
| C.9 Land Use and Zoning | C-19 |
| C.10 Transportation | C-26 |
| C.11 Nature and Environment | C-34 |
| C.12 Infrastructure | C-37 |
| D. ACKNOWLEDGEMENTS..... | D-1 |

LIST OF FIGURES

| | | |
|------|---|------|
| A-1 | Junction City/Geary County Planning Process..... | A-5 |
| A-2 | Alternative #1: Regional Gateway..... | A-9 |
| A-3 | Alternative #2: City of Neighborhoods..... | A-13 |
| A-4 | Alternative #3: Connected City..... | A-16 |
| C-1 | Regional Context Map | C-2 |
| C-2 | Geary County Map – Late 19 th Century | C-3 |
| C-3 | Fort Riley – Circa Late 19 th Century | C-3 |
| C-4 | Population Trends..... | C-4 |
| C-5 | Race and Ethnicity Trends | C-5 |
| C-6 | Age Cohort, 2000 | C-6 |
| C-7 | Educational Attainment, 2000..... | C-6 |
| C-8 | Housing Trends..... | C-7 |
| C-9 | Major Employers | C-9 |
| C-10 | Industry, 2000 | C-10 |
| C-11 | Labor Force, 2000 | C-10 |
| C-12 | Benchmark Counties Economic Indicators 1993 – 2004 | C-11 |
| C-13 | Adjacent County Pull Factors 1995-2004 | C-12 |
| C-14 | Retail Pull Factors 1995-2004 | C-13 |
| C-15 | Retail Establishments per 1,000 Residents..... | C-14 |
| C-16 | Food and Accommodation Establishments per 1,000 Residents | C-14 |
| C-17 | Eating Establishments per 1,000 Residents..... | C-15 |
| C-18 | Manufacturing Establishments per 1,000 Residents | C-15 |
| C-19 | Travel and Tourism Quotient..... | C-16 |
| C-20 | Fort Riley Population Growth and Impact | C-17 |
| C-21 | Generalized Existing Land Use, Junction City | C-21 |
| C-22 | Existing Land Use, Geary County | C-23 |
| C-23 | Generalized Zoning, Junction City | C-25 |
| C-24 | Urban Principal Arterial Street | C-27 |
| C-25 | Urban Minor Arterial Street | C-27 |
| C-26 | Urban Collector Street..... | C-28 |
| C-27 | Urban Local Street..... | C-28 |
| C-28 | Existing Daily Traffic Count Map | C-31 |
| C-29 | Major Thoroughfare Map..... | C-32 |
| C-30 | Truck Route Map..... | C-33 |
| C-31 | Prairie Areas in Geary County..... | C-35 |
| C-32 | Utility Line Map | C-41 |



Section A: Planning Process

The Comprehensive Plan for the Junction City and Geary County has been created from a team effort involving not only City and County staff, but also a Steering Committee and the citizens along with the Metropolitan Planning Commission and City and County Commissions, all working together with Gould Evans Associates, a planning consulting firm. The Comprehensive Plan is made with the general purpose of guiding and accomplishing coordinated development of the City and County, which will, in accordance with existing and future needs, best promote the general welfare, as well as efficiency and economy in the process of development. As such, the Plan's policies, strategies, and recommendations are intended to be used as flexible guides to decisions regarding land use, transportation and streets, economic development, public facilities, and natural features.

Legal Authority for Comprehensive Planning:

Junction City and Geary County are authorized to develop a comprehensive plan for the city and county through its right to "make or cause to be made a comprehensive plan for the development of such city and any unincorporated territory lying outside of the city but within the same county in which such city is located, which in the opinion of the planning commission, forms the total community of which the city is a part" (KSA, Section 12-747).

Nature and Purpose of the Comprehensive Plan:

The general purpose of the Comprehensive Plan is to guide the City and County development so that it occurs in a coordinated, efficient, and effective manner. The plan and planning process is intended to determine community needs and preferences, anticipate problems and propose solutions, balance competing interests, and define and pursue common goals. The plan is, thus, an advisory document and may be amended over time as conditions and/or community preferences and visions change. Unlike zoning, however, these changes require study of the broad and comprehensive effects of such changes on the city as a whole, rather than the impacts on immediate or adjacent properties.

On a more specific level, the Junction City/Geary County Comprehensive Plan is designed to guide the city and county day-to-day activities within the context of a long-range future vision. Toward this end, the Comprehensive Plan:

- *Is based on a vision:* The plan necessarily balances competing interests. Therefore broad input from diverse stakeholders is essential to identify, discuss, analyze issues, and to build consensus on a future direction. The “vision” provides this essential foundation for the plan. A common vision can inspire and motivate all members of the community.
- *Has a long-range time frame:* “Long-range” means that the plan should be looking forward and that it should attempt to provide for the future needs of the community insofar as it is possible to make reasonable projections and judgements. The plan should inject a common long-range overview into numerous short-range actions, so that more informed decisions can be made.
- *Is general and should remain general:* The term “general” means that the plan should not address issues in great detail, but it should instead outline a desirable future development scenario by showing the general location, character, and extent of physical development and its relationship to the city and county as a whole. Rather than a specific set of rules, a plan often identifies various ways that the goals can be met, or the general standards for which future and

specific implementation will be measured.

- *Is comprehensive in scope:* "Comprehensive" means that the plan should address the city and county as complete and integrated working systems. Thus, the plan focuses on the most significant physical elements of the community; the plan also considers the social and economic factors influencing future development as part of the analysis and recommendations.
- *Focuses on the physical development of the City:* Physical development issues are those involving the coordination of basic "building blocks" of the built and natural environment including infrastructure, streets and rights-of-way, buildings and land use, public facilities, topography, and natural features.
- *Clearly relates identified issues and goals to proposed policies, strategies, and recommendations:* The vision, as the foundation of the plan, can only be achieved if the plan addresses community issues and goals. The policies recommended in the plan should guide all future decision-making, when they are evaluated and implemented under a common vision aimed at specific issues and goals.

A.1 THE COMPREHENSIVE PLANNING PROCESS

Since early 2005, the participants involved in comprehensive planning process have followed a rational sequence of steps to develop this update to the existing comprehensive plan completed in 1986. The comprehensive planning process includes six steps and is continuous in nature. These steps include:

- Issues identification
- Data gathering and analysis
- Goal Setting
- Formulation of alternatives
- Implementation
- Feedback / evaluation

Such a process relies not only on the expertise of planners and

staff, but also on the input of experts from other fields, members of elected and appointed boards and commissions, representative of various community interest groups, and community residents at-large.

In addition to technical analysis of data by the planning team, interviews were held to elicit issues and goals from city staff, elected officials, and residents regarding the future development of Junction City and Geary County. Public meetings were conducted for input and feedback.

In addition to the data gathering, data analysis, and public input efforts, alternative growth and development scenarios were evaluated so as to set a framework to move from existing conditions to desired goals for the future.

Comprehensive Plan as a living document

The primary implementation tools for the plan are put in place through land use ordinances, budgetary activities, and other legal and policy documents. As the community changes and priorities shift, the plan and associated planning efforts will need to be adjusted. Thus, the planning process and the Comprehensive Plan are “living” or dynamic in nature. The intent is to ensure annual review and minor updates through continual maintenance of information, monitoring of community issues, and follow up on decisions made by the Metropolitan Planning Commission and City and County Commissions. Major evaluations of the plan should be scheduled on five-year intervals. Such an approach makes the plan a viable instrument, which is flexible and adaptable to unanticipated change.

Plan Implementation as an ongoing activity

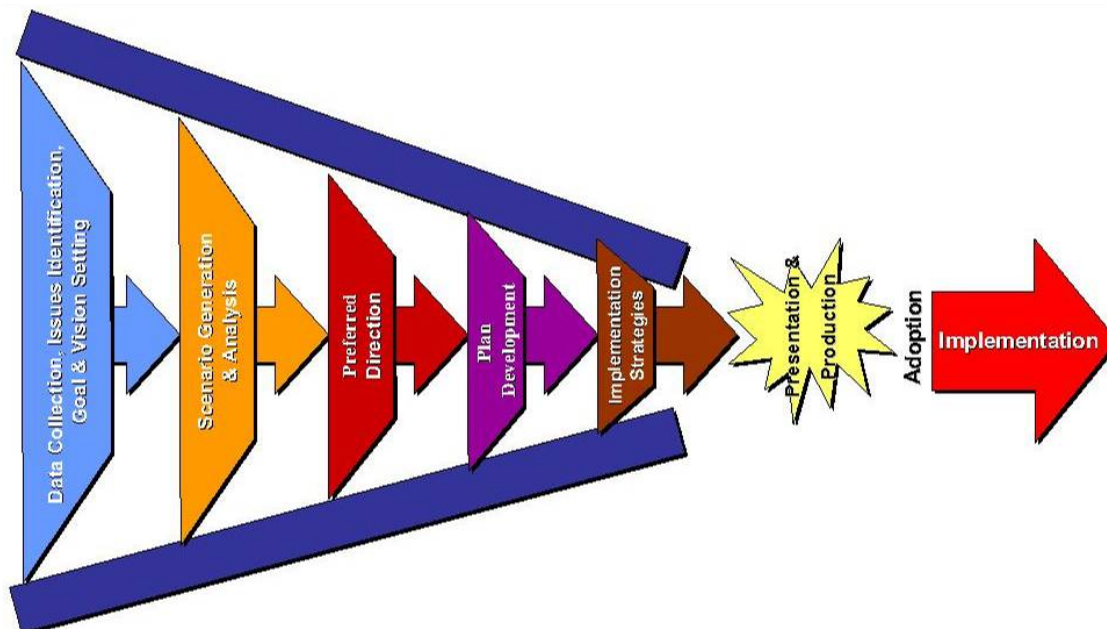
Implementation of the Comprehensive Plan, which begins with the adoption of the plan document, should be an ongoing day-to-day process. By itself, the plan does not bring about change except by identifying issues, articulating goals and objectives, defining directions, and providing information regarding the future consequences of present actions. Implementation of the plan is directly connected to daily public and private decisions regarding the allocation of public and private resources and the need to coordinate the actions resulting from those decisions.

The Future is Ours

The final component to the comprehensive planning process is the acquisition and use of feedback from the community to evaluate the performance of the plan and refine its recommendations. Refinement activities, including updating the zoning ordinance and the development of specific area plans, provide a solid sense of direction for policy / decision makers in the public and private sectors. The utilization of feedback creates a plan that is responsive to the needs of the community and is not stagnant.

Participation

The accompanying diagram illustrates the planning process utilized for the development of the Junction City/Geary County Comprehensive Plan. A community based process led participants through a series of planning activities that started with broad planning perspectives. The process continued with the development of planning goals and moved through a discussion of alternative futures. The process is completed by



the selection of a preferred direction followed by development and adoption of the plan.

FIGURE A-1: Junction City/Geary County Planning Process

The plan was developed through a community participation process and lead by a project steering committee comprised of citizens and community leaders. The plan steering committee gave ongoing advice concerning the planning process, development issues, and plan direction. A technical committee comprised of city representatives also met on a regular basis to ensure that input and feedback regarding city regulations and the process were followed. The planning process commenced with a series meetings with citizens, business, and community leaders to gain a perspective on the issues that face the community. Subsequently, town hall style meetings were held in order to receive input from the broader community, to test draft vision and goals statements, and to analyze proposed future development alternatives.

After a preferred direction was agreed upon by steering committee members and participating citizens, consultants prepared the plan in draft form. After distribution and review of the draft, a final document was produced based on comments and changes made.

The community's concerns and desires have been heard through the solicitation of issues, assets, and goals from various groups and individuals throughout the city and county. Information has been gathered through various means including, meetings, public forums, one-on-one interviews, small group discussions and the Quality of Life Survey. The Steering Committee, the Technical Committee, special interest groups, and the public at-large have all had the opportunity to participate in the process. In addition to the information gathered during this process, past planning documents have also framed a vision for the future development of Junction City and Geary County. Information has been taken from these documents for review and conformation by this process and its participants. This gathering and review of information represents only the beginning of the visioning process. The intent of this plan is to record and present what has been collected to date in the process.

Section B: Visioning Report, of the Technical Support Document includes the details regarding the issues, assets, goals and vision information collected. ***Section C: Existing***

The Future is Ours

Conditions Report, of the Technical Support Document details the current conditions of Junction City and Geary county with regard to demographics, economics and market, land use and zoning, transportation and infrastructure and nature and environment. The information contained in Sections B and C provides a baseline of information from which growth and development alternatives were prepared. The alternatives are detailed in the next sub-section.

A.2 ALTERNATIVES

To convey the different potential methods in which Junction City and Geary County can accommodate and manage development and growth in the future, three distinct alternatives were prepared for public review. Each of the alternatives addresses foundation elements and other Junction City/Geary County development components in a unique manner. A preferred development scenario was chosen from an assessment of the alternatives and their elements. No single alternative was seen as the solution in its originally prepared form. The alternatives included:

A.2.1 ALTERNATIVE #1: JUNCTION CITY/GEARY COUNTY – REGIONAL GATEWAY

Theme - Emphasis on Junction City as “the” commerce, recreation, and retail destination within the region.

- Use the city’s location on I-70, existing retail development, history and, presence of Ft. Riley to create a truly unique regional destination within the I-70 corridor, northeastern Kansas, and the central United States.
- **Development**
 - *Employment*
 - 70/77 Interchange
 - Create a world-class business/industrial park at the intersection of I-70 and US 77.
 - Consolidate industrial uses within new park.
 - Dedicate land within new development for the relocation of industrial uses now in Junction City and Geary County.
 - Plan larger tracts (100+ acres) of land to entice new industrial/employment development to Junction City and Geary County.

- Prepare design guidelines to ensure quality development in a park or campus like setting.
- Airport/57 Corridor
 - Move airport services and uses to Manhattan Regional Airport.
 - Redevelopment airport/57 with residential infill.
 - Use and benefit agreement with Manhattan Regional Airport.
- East Bottoms
 - Create Master plan incorporating commercial development to the south for creation of commerce/recreational /convention destination.
 - As the area redevelops move industrial uses to new business park.
 - Reserve vacant/undeveloped land for future commerce/recreational/convention destination.
 - Redevelop area with retail, office, light industrial, recreational, and convention uses to define a regional attraction. Combine area with existing commercial area to the south.
 - Provide direct, easily identifiable and accessible connection from destination area to downtown.
- *Commercial*
 - Downtown
 - Historic redevelopment of old downtown Junction City.
 - Complete designation of Historic District for Downtown.
 - Encourage adaptive reuse of historic structures within downtown.
 - Prepare design guidelines to guide future development/redevelopment of downtown.
 - Complement suburban/highway commercial along I-70 with local smaller scaled “mom and pop” shops.
 - Encourage higher density residential development with downtown.
 - Eastern Junction City
 - Create Master plan incorporating existing commercial development for creation of commerce/recreational /convention destination.
 - As development/redevelopment occurs move all industrial uses to the new 70/77 Interchange industrial park.
- *Residential*

- New residential growth continues to the west and northwest sections of Junction City.
 - Infill residential development where appropriate.
 - Continue to expand infrastructure as development demands it.
 - Use airport for infill residential.
- *Institutional*
 - Redevelop the north side of Grant Avenue into a Higher Education Regional Campus to provide educational services/programs.
 - Include Cloud County Community College, KSU Extension Services, Ft. Riley Educational programs and other higher educational opportunities to create a Regional Education Cooperative.
- *Recreational*
 - Provide regional recreational facilities within the commerce/recreational /convention destination area in the east bottoms.
 - Create connection between the destination area and the Riverwalk Trail to encourage access to Milford Reservoir recreational opportunities.
 - Use the Republican and Smokey Hill Rivers as linear recreational spaces.
 - Maintain and enhance existing parks/open space network.
- **Growth**
 - *Residential*
 - Residential development to west and northwest in a manner similar to existing patterns and conditions.

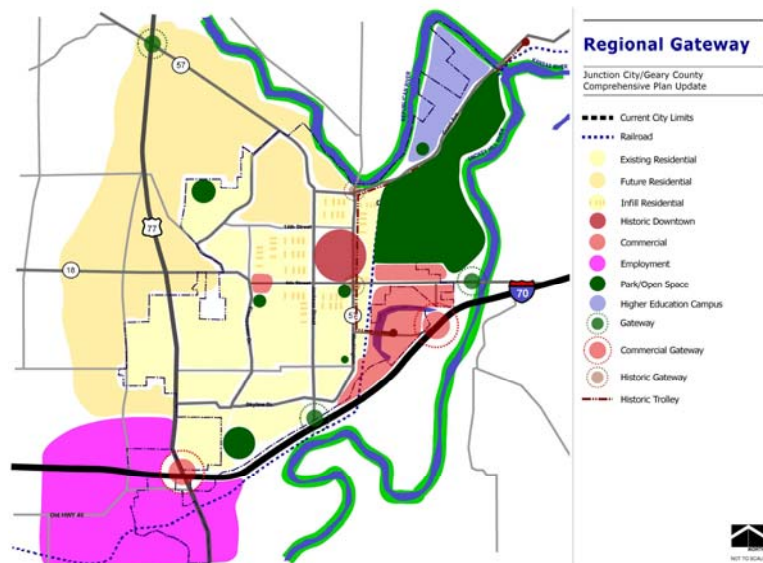


Figure A-2: Alternative #1 – Regional Gateway

- Redevelop the airport with a unique residential neighborhood.
- *Commercial/Industrial*
 - As warranted provide neighborhood commercial services to support new residential growth to the north and northwest.
 - Consolidate and fully develop downtown, the destination area and I70/US 77 interchange with regional retail, industrial, and employment uses.
- *Institutional*
 - Consolidate educational services into new higher educational campus along northside of Grant Avenue.
- *Recreational*
 - Development of regional recreational facilities within the commerce/recreational /convention destination area.
- **Amenities**
 - *Gateways*
 - Establish Gateways on the periphery of the City to demarcate different areas and entrances to the City.
 - City Gateways
 - 6th & Chestnut Streets from I-70
 - I-70/Washington Street
 - I-70/US 77 Employment Park
 - US 57/US 77 intersection
 - Commercial/Employment Gateways
 - Chestnut Street
 - Washington Street
 - US 77
 - Historic Gateways
 - Downtown
 - Ft. Riley (Washington & Grant entrances)

A.2.2 ALTERNATIVE #2: JUNCTION CITY/GEARY COUNTY – CITY OF NEIGHBORHOODS

Theme - Emphasis on strong/healthy neighborhoods and provision of services to residents.

- **Development**
 - *Employment*
 - 70/77 Interchange
 - Continued development of the interchange as a Regional Center focusing on employment uses

The Future is Ours

- (industrial) and supported by some highway commercial services.
 - Increase amount of industrially zoned property to attract new, large development.
 - Use presence of rail access, I-70 and US 77 to attract new development.
 - Airport/57 Corridor
 - Redevelop and expand industrial and employment uses within the airport and surrounding area along US 57.
 - East Bottoms
 - Redevelop and expand industrial and employment uses in the area east of the railroad tracks to the Smokey Hill River.
 - Make improvements to address floodplain issues in the area.
- *Commercial*
 - Centers
 - Generally
 - Commercial and service oriented land uses are consolidated in to a series of hierarchical centers providing different levels of services to residents.
 - Community and regional centers are supported by higher density residential land uses within or surrounding the center.
 - Parking is regulated by a district plan to benefit the entire center.
 - Downtown
 - Community Center focused mixing a variety of land uses to create a higher density urban center within Junction City.
 - Smaller local commercial uses are supplemented and supported by higher density residential, institutional uses, and park and open space uses.
 - Prepare design standards to ensure quality development.
 - Encourage infill development and adaptive reuse of quality structures.
 - Support commercial services with infill, potentially higher density housing around downtown.
 - I-70/ Chestnut & Washington
 - Continue to develop as a regional commercial center with highway oriented, big/baby-box, national commercial tenants.
 - Encourage development of services oriented commercial to support new convention center.

- Provide connections between highway oriented commercial areas and the downtown niche market commercial district.
- Washington and Grant
 - Continue to develop as a community center that provides a wider range of commercial services.
 - Target uses to those that frequent the post.
 - Try to incorporate higher density housing around and within this center.
- US 77/Ash and McFarland
 - Continue to develop the area as a community center that provides services to the western portions of Junction City.
 - Incorporate higher density housing around and within the center.
- Neighborhood Centers
 - Neighborhood centers should be encouraged to provide smaller scale services to the immediately adjacent neighborhoods.
 - As growth and development occurs in an orderly fashion new neighborhood centers should be planned.
 - Neighborhoods centers should be designed/ redeveloped to conform to the residential context in which they are placed.
- *Residential*
 - Existing neighborhoods should be protected and enhanced.
 - Reinvestment within existing neighborhoods should be encouraged.
 - Neighborhood centers should be located within or adjacent to neighborhoods to provide services to residents.
 - Higher density residential uses should be encouraged within and around neighborhood centers.
- *Institutional*
 - Existing institutional uses will remain in their current locations.
 - New and redeveloped institutional uses should be encouraged within or in proximity to centers.
- *Recreational*
 - Existing parks and open space areas are maintained and enhanced.

- River recreation nodes along the Republican and Smokey Hill Rivers are created.
 - Recreation nodes provide increased access to and recreational opportunities along the rivers.
 - Recreation nodes are connected by a trail system along the rivers that includes the Riverwalk Trail and its connection to Milford Reservoir.

- **Growth**

- *Residential*

- New residential development occurs in planned neighborhoods that are contiguous to existing development.
- New residential development occurs to the west and northwest of Junction City.
- New neighborhood centers are planned for to provide services to new residential development.
- Higher density residential is encouraged within and around new neighborhood centers.

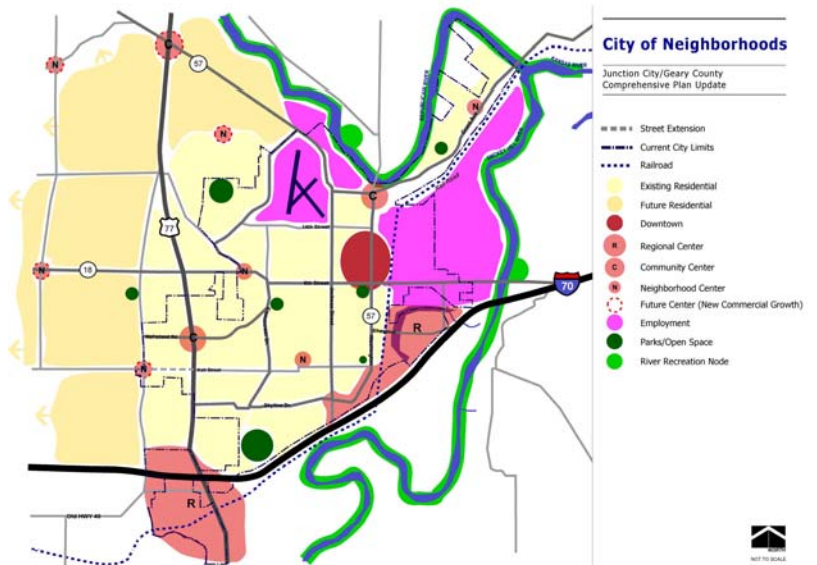


Figure A-3: Alternative #2 – City of Neighborhoods

- *Commercial*

- Development/redevelopment within centers is encouraged.
 - Regional commercial use should develop within the Eastern Junction City area.
 - Regional employment uses should develop around the I-70/US 77 interchange and redevelop within the East Bottoms and Airport/US 57 areas.
 - Community centers should continue to develop/redevelop in downtown, around the US 77/ Ash & McFarland Street area, and around the Washington and Grant intersection.

- Downtown growth should accommodate a mixture of specialty, local, community, and neighborhood scale service oriented commercial uses.
- US 77/Ash and McFarland should continue to develop with community scale commercial services to serve the residents of western Junction City and northern Geary County.
- Washington and Grant should develop/redevelop with uses that target those that use the post.
- *Industrial/Employment*
 - Continued growth and development of industrial/employment opportunities around the I-70/US 77 interchange.
 - Growth and redevelopment of existing industrial and employment centers including the East Bottoms and the Airport/US 57 areas.
- *Institutional*
 - Institutional growth is encouraged within or in proximity to centers.
- *Recreational*
 - Growth is encouraged within the river recreation nodes and the trail system that connects the nodes.

A.2.3 ALTERNATIVE #3: JUNCTION CITY/GEARY COUNTY – THE CONNECTED COMMUNITY

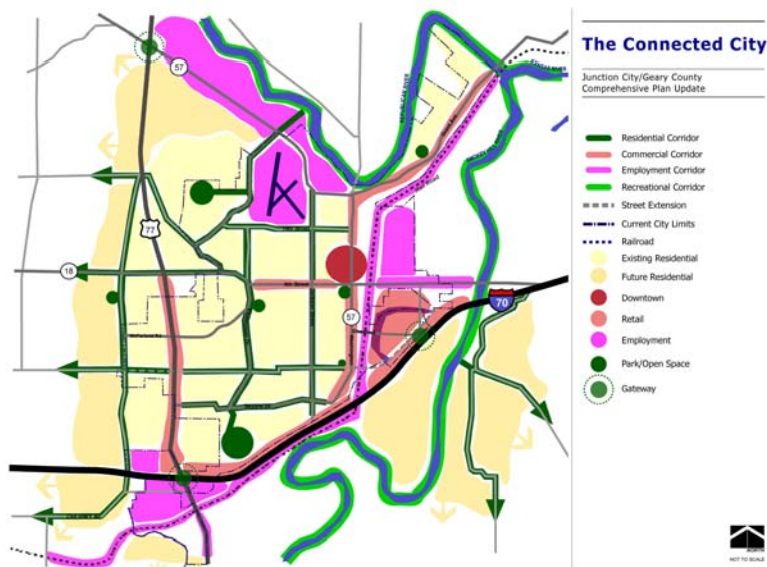
Theme - Emphasis on physical/virtual connections within Junction City and Geary County.

- **Development**
 - *Employment*
 - Industrial development continues to develop/redevelop along an industrial corridor network within Junction City/Geary County.
 - Continued development of new industrial land use around US 77 south of I-70 and the railroad line that parallels I-70.
 - Redevelopment and expansion of industrial land uses adjacent to the railroad line east of downtown and adjacent along Grant Avenue.
 - Redevelopment and expansion of industrial uses around the airport and along the US 57 Corridor to the west.

- Development /redevelopment of industrial land uses along 6th Street east of downtown to Grandview Plaza.
 - Recognition of the purpose of the corridor leads to its design and functionality.
 - Industrial corridors are designed for increased traffic and weight generally for longer travel distances.
 - Increased parcel sizes are platted to accommodate today's larger building footprints.
- *Commercial*
 - Commercial development continues to develop/redevelop along established transportation corridors.
 - Continued commercial development along I-70 between Grandview Plaza and US 77 interchange, north side only in presence of railroad line to south.
 - Develop US 77 from I-70 to Hwy 18.
 - Redevelop/infill 6th Street west of downtown.
 - Washington Street from I-70 to Grant Avenue.
 - Downtown would remain a commercial center mixture of office, institutional and limited commercial.
 - Eastern Junction City would remain as a regional, big-box, highway oriented commercial center.
 - Recognition of the purpose of the corridor leads to its design and functionality.
 - Commercial roadways are designed for higher traffic volumes , through traffic, and multiple auto-oriented destinations within a single corridor.
 - Generally parking would be provided on a site-by-site basis.
- *Residential*
 - Residential development would be served by a residential corridor network.
 - Jackson, 14th, Skyline, Ash, 18 and Eisenhower will continue to serve existing residential neighborhoods.
 - Spring Valley Road, and US 57 west of the airport serves new development to the west of Junction City.
 - US 77 will serve new residential development south of I-70 and the industrial corridor.
 - Design would include sidewalks, pedestrian/bicycle crossings, enhanced streetscape, traffic calming and other improvements to make the streets more accommodating of alternative modes of transportation.
- *Institutional*
 - Institutional uses would remain scattered throughout the community.

- *Recreational*

- The existing parks system would be connected by a trail system that would complement the corridor network (primarily located on the residential corridor system.)
- Each park would be accessible from the corridor network.
- The trail system would promote alternative travel modes within the corridor system for mobility and accessibility within the community.
- Enhanced trail system to connect City Parks and the Riverwalk Trail to Milford Reservoir.



- **Growth**

- *Industrial*

- New industrial development is located within existing corridors or adjacent expansion areas, in particular the I-70/US 77 interchange area.
- Redevelopment of older underutilized industrial sites is encouraged, specifically in the east bottoms area and adjacent to the airport along US 57.

- *Commercial*

- New commercial growth and development would occur within existing commercial corridors and

downtown.

- New commercial would develop adjacent to established highway travel corridors within Junction City.
- New commercial services to serve growth potential to the west and northwest would occur along US 77.
- Increased commercial development would be encouraged along the length of Washington Street from I-70 to Grant Avenue.
- Neighborhood level commercial services would be encouraged along 6th street west of downtown to serve existing developed neighborhoods within Junction City.

Figure A-4: Alternative #3 – The Connected City

- New commercial development would be encouraged along Grant Avenue to serve the traffic generated from the post and serve the population of the post.
- *Residential*
 - Residential growth would occur using corridors such as US 77 south of I-70, Spring Valley Road and others adjacent to existing development.
 - New residential development would occur in proximity to existing/ planned infrastructure improvements.
 - Residential growth would occur in a concentric pattern around the existing Junction City city limits.
- *Institutional*
 - New institutional uses would be encouraged to locate along major travel corridors to provide efficient access.
- *Recreational*
 - New recreational land use would be created in response to growth in the community.
 - New recreational uses would be connected to the existing system through the new trail system.
 - Recreational/amenity areas would be created within the Republican and Smokey Hill River corridors.
- **Amenities**
 - *Gateways*
 - Enhance gateways and signage along corridors
 - Provide entrance gateways to the City and use corridors
 - Promote cohesive signage standards within corridors
 - Enhance directional/identification signage within City and County
 - Milford Reservoir/Dam
 - Ft. Riley
 - Downtown Junction City
 - Grandview Plaza
 - *Technology*
 - Provide electronic infrastructure for a connected community
 - internet access to all citizens, connect schools, libraries, universities and Ft. Riley

Each of the alternatives and their elements were evaluated for their impact on the future development of Junction City and Geary County. Based on the evaluation a preferred

development concept materialized that integrated different characteristics of the three alternatives. As the variety of elements and ideas for the concept were merged the resulting land use and development framework was created.

A.3 SUMMARY

Through a review and analysis of the three growth and development alternatives a preferred direction for the plan was created. Each of the primary topics, development, growth and amenities have been defined to implement the vision defined during the planning process. The analysis of the alternatives did not focus on the selection of one alternative in its pure form. Rather pieces of each of the alternatives were pulled together to provide the best solutions and recommendations for Junction City and Geary County. The preferred alternative defined takes the strong neighborhoods, neighborhood centers and recreational aircraft activities at the airport of the City of Neighborhoods alternative; the growth concepts, linkages both physical and electronic, gateways and employment centers ideas of the Connected Community alternative; and the infill development, historic character focus, and downtown redevelopment of the Regional Gateway alternative and combines them into a framework for the preparation of the plan. Each of the items that were identified as important during the alternatives analysis will be addressed in the plan document.

The information contained within this plan is the result of a planning process that was responsive to key community issues, guided by the goals, and seeking to make use of the assets identified to achieve the vision. It is this foundation that has provided the necessary support to make the planning process successful. The results of the visioning process and the existing conditions analysis are detailed in the next two sections of this Technical Support document.



Section B: Visioning Report

A unified vision for the future of Junction City and Geary County was agreed upon during the community participation process used in the development of the comprehensive plan. A vision statement conveys the community's vision into a short, concise, yet powerful statement. From this vision, five planning goal categories were generated. These general goals address the issues of greatest public concern and comprise the basic framework of the future implementation strategies. The five goal categories are:

1. **Community** – *institutions, services, neighborhoods, policy, rural environment, civic pride, and cooperation between city and county*
2. **Economic Development** – *job growth, retail and service growth, local resources, retention*
3. **People** – the citizens of the community
4. **Transportation/Accessibility** – *automobile, alternative forms, pedestrian, connectivity, opportunities*
5. **Fort Riley** – *army post impacts on the city and county*

The unified vision has been developed with the anticipated large influx of army personnel and their families to the area. Due to the 2005 Base Realignment and Closure (BRAC) recommendations, nearly 12,000 army personnel and their family members will be

relocating to the Fort Riley Army Post. This net migration of 30,000 people to the region will put tremendous pressures on the city and county economies, infrastructure, services, transportation system, housing market, and education systems. Many of the issues, assets, and goals have been stated and discussed in this context.

The Vision Report is comprised of narrative related to the Public Process, Vision Statement, Planning Goals, and an Appendix.

B.1 Issues

Throughout the process, participants have been asked to identify issues in Junction City and Geary County that they believe are occurring now or could impact the future. Issues are typically concerns that participants have about their community; some of the issues stated by participants are supported by facts, while other issues are only the perception of some individuals. The major recurring issues that were identified are listed below. The issues have been categorized under the five goal categories.

Community

- Negative image from non-residents
- Cleanliness – blight, litter, debris
- Infrastructure neglect
- Transient population – low home ownership rate
- Quality of life – work to maintain
- Existing development patterns – “hap-hazard”
- Threat to rural environment and resources
- Adjacent land uses – farming vs. residential estates

Economic Development

- Lack of retail choices
- Lack of restaurant choices
- Impact on quality of life – noise, light, air, and visual pollution
- Keeping downtown viable
- Lack of employment opportunities
- Lack of careers opportunities for college grads

The Future is Ours

B-2 First Draft

- Regional approach vs. individual community
- Interstate 70 – easy access to neighboring population/retail centers
- Lack of regional attractions

People

- K-12 and post-secondary education – increasing enrollment
- Adult education – skill training
- Transient population
- “Brain drain” of youth and young professionals

Transportation/Accessibility

- Lack of major east/west auto access in Junction City
- Interstate 70 – future access points
- US Highway 77 – needs improvement
- Lack of sidewalks in areas of Junction City
- Lack of bicycle lanes in areas of Junction City
- Road improvements needed

Fort Riley

- Increasing post population – 30,000 to region
- Impact on housing market and supply
- Impact on local school system
- Impact on existing infrastructure and service level
- Impact on transportation network
- Army post size fluctuations

B.2 Assets

Assets are positive qualities of a community. Assets can be what attract individuals and families to a community. They also represent those strengths of a community that should be protected and on which future endeavors can be built. Participants were asked to identify what they perceive as assets in Junction City and Geary County. The following assets have again been categorized under the five goal categories.

Community

- Natural resources/environment
- Infrastructure
- Clean and safe neighborhoods – blight removed
- Downtown
- Culture – mix of small town and cosmopolitan
- Civic and community pride
- Mixed housing opportunities
- Overall quality of life

Economic Development

- Diverse economy
- Interstate 70 – existing and future opportunities
- Fort Riley Army Post
- Proactive local government
- Regional and national destination

People

- Diverse population
- Friendly – small town feel
- Cooperation between people and entities

Transportation/Accessibility

- Interstate 70 – high traffic volume through county
- Airport
- Lack of congestion
- Ash Street – improving east/west access
- 6th Street Connector
- Reinvestment - \$40 million for transportation improvements

Fort Riley

- Economic driver of Geary County
- Influx of residents
- Influx of diversity and culture
- Promotes city and county

B.3 VISION STATEMENT

The following vision statement has been created to summarize the common themes identified by participants. This vision statement embodies the goals and desired future of the community.

“Working together to promote and enhance the image, heritage, regionalism, and the overall quality of life in Junction City and Geary County into the future.”

The residents of Junction City and Geary County enjoy a quality of life that is defined by the opportunities and assets that exist in the community. Some of the opportunities and assets are urban and rural living, arts and culture, history, quality neighborhoods, diversity, natural resources, and a quality school district to name a few.

It is the intent of the people to embrace these opportunities and build on the community assets to enhance the quality of life in Junction City and Geary County. To achieve this vision the following goals and objectives have been identified.

B.4 PLANNING GOALS

Community

Continue the momentum of a prosperous and growing community by proactively addressing infrastructure, sustainable development patterns, policy regulations, housing needs, and natural resources issues.

Goals

- Provide a utility infrastructure network that adequately serves the population of Junction City and Geary County and has the capacity and ability to accommodate future growth.

- Provide a physical infrastructure system (streets and sidewalks) that connects the community, services and neighborhoods.
- Contiguous, efficient growth and development of Junction City and the established communities in Geary County.
- Infill development that supports and enhances established neighborhoods.
- Housing choices and opportunities to accommodate growth in Junction City, the established communities, and in Geary County.
- Provision of goods and services on a regional, local, and neighborhood scale.
- Redevelopment of downtown Junction City as a historic, regional, mixed-use destination.
- A parks, recreation and trails systems that connects and serves the neighborhoods of Junction City, Fort Riley, and Geary County.
- Protect the beauty of the scenic, native prairie and agricultural lands within Geary County.
- Enhance the appearance and cleanliness of Junction City and Geary County.
- Manage growth and development to be complementary to the mission and necessities of Fort Riley and the needs and desires of Junction City and the surrounding communities.

Economic Development

Maintain and expand the diverse economic environment that has provided stability and growth, and continue to create additional retail opportunities in varying scale and niches.

The Future is Ours

B-6 ***First Draft***

Goals

- Establish Junction City/Geary County as a goods and service center for the I-70 corridor region.
- Establish downtown as regional specialty retail destination.
- Create an environment in Junction City/Geary County that is advantageous for business and industry and allows them to grow and flourish.
- Provide a knowledgeable and trained workforce to support future growth.
- Create a regional heritage and tourism destination based on the local attractions resources, and history of the area.
- Create a regional recreational destination and accommodations at Milford Lake.

People

Provide opportunities for individual improvement, career advancement, and a lifetime of fulfillment, recognizing that people are the community's most important asset.

Goals

- Embrace the diversity of the community.
- Recognize the people of Fort Riley as members of the Junction City/Geary County community.
- Prepare the youth of today to be the leaders of tomorrow.
- Retain the youth of Junction City.
- Expansion of post secondary education opportunities for citizens and military dependants.

- Participation in and contribution by the citizens of Junction City and Geary County in the future of the community.
- Encourage entrepreneurship and innovation in the people of Junction City/Geary County.

Transportation/Accessibility

Improve and enhance accessibility within the community and to neighboring population centers, incorporating various forms of transportation such as automobile, transit, bicycle, and pedestrian.

Goals

- Provide a future street network that plans for future growth while maintaining the efficiency existing system.
- Connect the community through alternative transportation modes; walking, bicycling, transit, etc.
- Provide well defined connections between Fort Riley and key destinations within Junction City / Geary County.
- Maintain the quality of the city's existing street system.
- Provide connections and service between Junction City and regional destinations.
- Enhance and expand accessibility from Interstate I-70 to support growth and economic development in Junction City and Geary County.

Fort Riley

Embrace the army post and all of the assets and resources it brings to Junction City and Geary County. Promote cooperation between the army, city, and county to ensure smooth adaptation between potential future post size fluctuations.

Goals

- Continued cooperation and communication between post, city, and county staff and officials to promote complementary goals.
- Provide opportunities for interaction and education of city/county and fort populations.
- Maintain the viability of Fort Riley as a military installation and training center.
- Continue to be a good neighbor through the mitigation of the operational impacts of Fort Riley on surrounding communities.
- Plan for continued growth and expansion in collaboration with the surrounding communities and the region.

The goals and objectives as defined herein represent the framework for successful implementation of this plan. Future activities and actions should work to address the community vision for Junction City and Geary County through the fulfillment of these goals and objectives. Specific action items to implement the goals are identified in Chapter 1 of the plan document.

APPENDIX

The following represents the comments and notes assembled during the Junction City/Geary County Steering Committee Meeting, Technical Committee Meeting, and Public Meeting held April 13, and 14, 2005. Issues, assets and goals were elicited from participants for consideration during the planning process. In addition to the comments received during the meetings, the responses to the Quality of Life survey conducted by the Junction City Quality of Life Task Force are included in this section.

STEERING COMMITTEE MEETING – 04-13-2005

ISSUES:

- City image (how we are perceived; how we perceive ourselves)
- Transient city
- Tourism – need to stay longer
- Return trips – want guests to come back
- High turnover population
- Past – haphazard growth and development
- Future growth needs to be planned
- Community College – Cloud County – need to support
- Complexity of how you deliver higher education to county
- Docking institute
- Sprawl – use of green fields for development
- Lack of smart and sustainable growth
- Inflated property value – agriculture property being sold for residential prices
- Sewer problem – rural septic tanks
- New county residents want rural living with urban amenities
- Many people don't move to J.C. by choice
- Employment – turnover, transient
- Reliance on post
- Influx of students in school district

- Capital investment for facilities
- How to educate those who are not prepared for Community College
- Lack of landscaping
- 5-10 acre ranchettes
- Lack of transportation
- Post encroachment
- Loss of youth – brain drain
- How to utilize existing green space
- Dead parks
- Sports complex – destination
- Maintain good partnerships
- Sidewalks
- Potholes
- Connection between cities and counties

GOALS:

- Reuse of land
- “Farmer’s” Bill of Rights
- Maintain current momentum
- Regional outlook
- Regional collaboration
- Growth to occur where infrastructure investment has been made
- Look at funding options and mechanisms
- Retail draw
- Housing for all stages of life
- Business adaptation
- Usable tools and future strategies
- Not a “pie-in-the-sky” plan
- Public transportation – connection of destinations
- Upgrade U.S. Hwy 77 to Nebraska

ASSETS:

- Willingness to collaborate – partnerships
- Resources are shared
- Creative collaboration
- I-70 – economical
- High level of young people
- Support structure for parents

- Population – acceptance of diverse socioeconomic conditions
- Fort Riley
- Retiree population
- Natural resources – Milford Lake, Flint Hills
- Diversity of economy
- Current energy
- Fishing capital of Kansas
- Convention Center
- Growing sales tax revenue
- Comprehensive Plan Update
- Manhattan Regional Airport
- Regional excitement
- Bike paths
- Great capacity of current infrastructure
- Congestion free

TECHNICAL COMMITTEE MEETING – 04-14-2005

- Blight under police department
- Looking into two round-a-bouts (South Washington and East Chestnut)
- Beautification on East Chestnut
- U.S. 77 was just repaired over R.R. tracks
- Many entrances into town
- Perception of lack of downtown parking
- Addressed traffic patterns within Junction City
- Future concern – U.S. 77 intersecting community and westward growth
- Idea to lower speed limit on U.S. 77
- Education tool – explain why things should be recommended
- K-18 is eventually going to be four lane
- Interchange along I-70 many be needed
- Sidewalks (lack of) are an issue
- Few bicyclers
- Innovative out of necessity
- Influx of Fort Riley people has made City more “open-minded”
- Regional feeling emerging

- Water system – distribution, expansion, refurbishment needed in some areas
- J.C. school district includes Grandview Plaza, Milford, and Post
- 8-10 new homes in rural areas requesting addresses per month
- Farming and hunting rights
- New housing developments (150sf lots) north of J.C. on Quarry Road
- New fire department (#2) built in 1999
- Rural fire department – annual budget is \$60,000 – volunteer
- Drug related crime is only real crime in city
- Clean Team
- Last 10 years – proactive in razing blighted housing
- Grant Avenue Revitalization Project
- River walk Trail (4.8 miles long)
- Zoning last updated in 1986
- Two separate zoning regulations for city and county

PUBLIC MEETING – 04-14-2005

ISSUES:

- Wind turbines – changing Ag. to Industry
- Preserve agriculture
- Preserve tall grass prairie
- Influx of troops to area
- Future sprawl – future annexation – westward growth
- Preserve quality of life – how do we?
- Options for youth – keep active and engaged
- Interaction between Geary County residents and Junction City residents
- Positive for youth needed
- Need well-planned expansion
- Community College – needs to expand
- Wages to keep people in Junction City
- Don't want to get too dependent on Post

ASSETS:

- Downtown revitalization
- Small town yet diverse – cosmopolitan draw
- Unique natural beauty – rural
- Tall grass – tourism
- Improved community
- People friendly
- Diversity – worldly
- Churches
- Clean downtown
- Eclectic neighborhoods

VISION AND GOALS

- Billboard free
- Wind turbine free
- Diverse mom & pop retail
- County and town support local establishments as opposed to chains
- Nicer restaurants (sit-down)
- Nicely planned subdivisions
- Mixed-use
- Business incubator
- Bike and transit trails
- Draw for retirees
- Maintain safety



Section C: Existing Conditions Report

The Existing Conditions Report is comprised of narrative and graphics related to Regional Context, Early History, Population Demographics, Housing Demographics, Socioeconomic Characteristics, Economic Development, Existing Market Conditions, Land Use Patterns, Transportation, Nature and Environment, and Infrastructure. The purpose of this report is to familiarize the reader with the current physical, demographic, and socioeconomic conditions of Junction City and Geary County.

C.1 REGIONAL CONTEXT

Junction City and Geary County are located in central Kansas, approximately 130 miles west of Kansas City, Missouri. In driving distance, Junction City is 140 miles north of Wichita, Kansas, 380 miles west of St. Louis, Missouri, 470 miles east of Denver, Colorado, and 580 miles north of Dallas, Texas. Figure 1-1 illustrates Junction City and Geary County in relation to the central United States.

Geary County is 377 square miles in size. Junction City is located in the west central portion of Geary County. Junction City is both the county seat and largest municipality in Geary County. In 2000, the U.S. Census Bureau reported Junction City as having a total population of 18,886 people. The same decennial census reported Geary County with a total population of 27,947

people. Other municipalities in Geary County include Grandview Plaza and Milford.

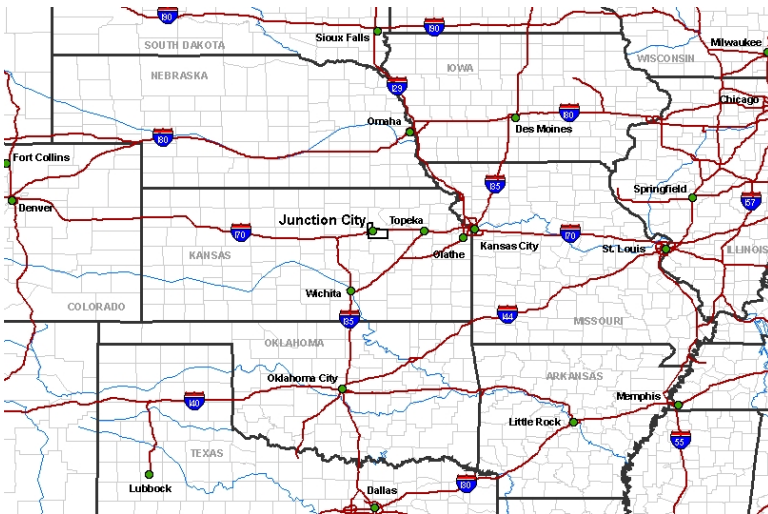


Figure C-1: Regional Context Map
Source: Gould Evans

Geary County is also home to the active army base, Fort Riley. Known as the "Home of America's Army," Fort Riley was established in 1853 as a base for westward expansion. It is located along I-70 about 125 miles west of Kansas City, MO between Junction City and Manhattan, KS and at the confluence of the Smoky Hill and Republican Rivers as they form the Kansas River. Fort Riley has a daytime population of approximately 24,350; 10,948 soldiers and family members live on post. The reservation covers 100,656 acres, of which

70,926 acres are used for training. Fort Riley is currently home to the 24th Infantry Division (Mechanized) and three active Brigades. The population of the base is down from the late 1980s when it was home to the "Big Red One".

C.2 EARLY HISTORY

Geary County was originally founded as Davis County in 1855, named after Jefferson Davis, a former United States Senator and Secretary of War who later became President of the Southern Confederacy. After the Civil War in 1869, the Kansas Legislature changed the county's name to Geary, in honor of John W. Geary, who was Governor of Kansas Territory in 1856 and 1857.

In 1866, the Kansas Pacific Railroad arrived in Geary County. The initial rail line entered Geary County from the northeast corner and continued in a southwestern direction, running through Ft. Riley, Junction City, and Kansas Falls. Later the Union Pacific added a line that ran north/south through the western half of the county. This line too ran through Junction

City. The arrival of the railroad linked Geary County to the east and accelerated the settlement of the “wild west”. Figure 1-2 illustrates the original towns and railroad lines located in Geary County. In 1860, before the arrival of the railroad, Geary County had a population of 1,163. By 1880, less than fifteen years after the arrival, almost 7,000 people resided in Geary County. This is an increase of over 500%.

Junction City was founded in 1857, when J.R. McClure, Robert Wilson, F.N. Blake, John T. Price, and P.Z. Traylor organized themselves into a town company. A land survey was conducted in 1858 on a picturesque site between the Republican and Smoky Hills Rivers, the present site of Junction City. The first building was erected in Junction City in 1858; it was on the corner of 7th Street and Washington. The building served as a local church. Soon after, many more buildings were constructed.

In 1860, Junction City was elected the county seat of Geary County by county residents. Six years later railroads arrived in Geary County. Both railroads platted their lines through the county seat, ensuring Junction City's growth and importance to Geary County.

During the 1850s, a number of military posts were established across the western frontier at strategic points to provide protection along the arteries of transportation. In the fall of 1852, a surveying party under the command of Capt. Robert Chilton, 1st U.S. Dragoons, selected the junction of the Republican and Smoky Hill Rivers as a site for one of these forts. This location was approved by the U.S. War Department in January 1853. The fort was originally called Camp Center, because of its central location in the western territories. Three companies of the 6th Infantry soon arrived. On June 27, 1853, Camp Center became Fort Riley -- named in honor of Major General Bennett C. Riley who had led the first military escort along the Santa Fe Trail in 1829.



Figure C-2: Geary County Map – Late 19th Century
Source: Kansas State Library

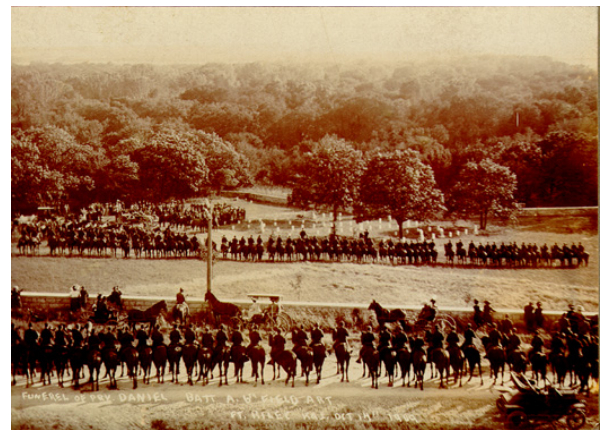


Figure C-3: Fort Riley – Circa Late 19th Century
Source: Wichita State Library

During Fort Riley's early years, soldiers protected settlers heading west along the Kansas River, Santa Fe Trail, and Oregon Trail from hostile Indian tribes and bands of thieves. After the Civil War in 1865, Fort Riley was assigned the task of providing protection to the railroad lines under construction throughout Kansas.

By the mid-1880s, the "wild west" had become less wild, resulting in the closure of many of the frontier forts. Fort Riley, however, was saved from this fate when the United States Congress made the fort the cavalry headquarter of the U.S. Army.

C.3 POPULATION DEMOGRAPHICS

The goal of the population demographic analysis is to develop a better understanding of past and exiting conditions. The categories analyzed are Total Population, Race and Ethnicity, Age Cohorts, and Educational Attainment.

Total Population

According to the U.S. Census, Geary County recorded a total population of 27,947 people in 2000. This is a decrease of over 8% from the county's 1990 total population of 30,238. Likewise, Junction City experienced a similar reduction in population, by percent, during this ten-year period. Junction City's total population decreased by 8.3%, or by 1,718 people. Figure 1-4 shows the total population trends between 1990 and 2000.

| | 1990 | 2000 | % Chg |
|---------------|--------|--------|-------|
| Geary County | 30,238 | 27,947 | -7.6% |
| Junction City | 20,604 | 18,886 | -8.3% |

Figure C-4: Population Trends
Source: U.S. Census Bureau

Race and Ethnicity

Geary County, between 1990 and 2000, experienced a decrease in its White, Black, and Asian populations. At the same time the County recorded large increases in the Multi-Race and Other racial classifications, in addition to an increase in Hispanic ethnic

classification. In Geary County, the "Other" population increased by over 65%, or 584 people. The Asian classification experienced the largest decrease in population, by percentage, recording a negative population change of -29%, or 365 residents. The White classification experienced the largest total decrease in population, recording a negative population change of -2,964, or -14%. The Geary County's Hispanic population increased by almost 44%, or 720 people between 1990 and 2000.

Junction City, between 1990 and 2000, experienced racial and ethnic changes similar to Geary County. The racial classifications of White, Black, and Asian all experienced decreases in population. The racial and ethnic classifications of Multi-Race, Other, and Hispanic, however, all experienced positive growth in Junction City. The racial classification "Other" increased by 65%, or 390 residents. The racial classification White recorded the largest negative growth by both percent change (-17%) and total change (-2,259). Junction City's Hispanic population increased by 35%, or 407 people. Figure 1-5 shows the racial and ethnic breakdown for both Geary County and Junction City.

| | Geary County | | | Junction City | | |
|------------|--------------|--------|--------|---------------|--------|--------|
| | 1990 | 2000 | % Chg | 1990 | 2000 | % Chg |
| White | 20,887 | 17,923 | -14.2% | 13,284 | 11,025 | -17.0% |
| Black | 7,232 | 6,157 | -14.9% | 5,631 | 5,041 | -10.5% |
| Asian | 1,248 | 883 | -29.2% | 862 | 724 | -16.0% |
| Multi-Race | 199 | 1,513 | 660.3% | 231 | 1,110 | 380.5% |
| Other | 887 | 1,471 | 65.8% | 596 | 986 | 65.4% |
| Hispanic* | 1,642 | 2,362 | 43.8% | 1,162 | 1,569 | 35.0% |

Figure C-5: Race and Ethnicity Trends
Source: U.S. Census Bureau

Age Cohorts

The age cohort data was taken from the 2000 U.S. Census. Figure 1-6 shows the age cohort, or age group breakdown, for both Geary County and Junction City. Geary County and Junction City have very similar cohorts. The age groups of 25-34 and 35-44 are the largest in size for both areas. Likewise, the smallest age groups in Geary County and Junction City are 85 & Up and 60-64.

Fort Riley has a major impact on Junction City and Geary County. This is reflected in Figure 1-6. Age 20 to age 44 represents roughly 40% of the total population for both Geary County and Junction City. This statistic coincides with the typical age of enlisted service men and women. Likewise, both county and

| Age Cohort | Geary County | | Junction City | |
|------------|--------------|-----|---------------|-----|
| | Population | % | Population | % |
| 0-5 | 2,635 | 9% | 1,647 | 9% |
| 5-9 | 2,286 | 8% | 1,441 | 8% |
| 10-14 | 2,124 | 8% | 1,402 | 7% |
| 15-19 | 2,139 | 8% | 1,490 | 8% |
| 20-24 | 2,890 | 10% | 1,876 | 10% |
| 25-34 | 4,251 | 15% | 2,691 | 14% |
| 35-44 | 4,125 | 15% | 2,756 | 15% |
| 45-54 | 2,964 | 11% | 2,119 | 11% |
| 55-59 | 1,041 | 4% | 755 | 4% |
| 60-64 | 858 | 3% | 620 | 3% |
| 65-74 | 1,437 | 5% | 1,084 | 6% |
| 75-84 | 895 | 3% | 749 | 4% |
| 85 & Up | 302 | 1% | 256 | 1% |

Figure C-6: Age Cohort, 2000
Source: U.S. Census Bureau

city have higher percentages in the age cohorts 0-19. Roughly 33% of the total population is categorized into this cohort. This is greater than the U.S. average of 28%. This statistic can be partially attributed to the families of the military men and women living in the area.

Educational Attainment

Figure 1-7 shows the educational attainment for Geary County, Junction City, and the United States for the year 2000. In Geary County, roughly 14% of the population over the age of 24 did not graduate from high school. This is lower than Junction City at 15% and the United States at almost 20%. In addition, 25% of Geary County residents above the age of 24 earned a degree at the Associate's level or higher. This percentage is higher than the 23% for Junction City but lower than the national average of 31%.

| | Geary County | | Junction City | | United States | |
|---------------------------------|--------------|-------|---------------|-------|---------------|-------|
| | # | % | # | % | # | % |
| Less than 9th Grade | 708 | 4.5% | 574 | 5.3% | 13,755,477 | 7.5% |
| 9th to 12th Grade, No Diploma | 1,494 | 9.5% | 1,127 | 10.3% | 21,960,148 | 12.1% |
| High School Graduate | 4,726 | 30.0% | 3,447 | 31.6% | 52,168,981 | 28.6% |
| Some College, No Degree | 4,851 | 30.8% | 3,226 | 29.6% | 38,351,595 | 21.0% |
| Associate Degree | 1,267 | 8.0% | 815 | 7.5% | 11,512,833 | 6.3% |
| Bachelor Degree | 1,738 | 11.0% | 1,095 | 10.0% | 28,317,792 | 15.5% |
| Graduate or Professional Degree | 960 | 6.1% | 629 | 5.8% | 16,144,813 | 8.9% |

Figure C-7: Educational Attainment, 2000
Source: U.S. Census Bureau

C.4 HOUSING DEMOGRAPHICS

The goal of the housing analysis is to develop a better understanding of past and existing housing conditions. The collected data includes Households, Housing Units, Ownership/Rental, and Vacancy Rates.

Households

A household is considered the number of housing units that are inhabited. Figure C-8 lists the 1990 and 2000 U.S. Census housing data for Geary County and Junction City. The total number of households decreased for both Geary County and Junction City during the ten-year period between 1990 and 2000. The number of households in Geary County decreased by 282, or -2.6%. The number of households in Junction City decreased by an even greater amount, 422 households or -5.3%. This coincides with the decrease in total population experienced in both Geary County and Junction City. As shown in Figure C-4, the total populations in both areas declined by over 8%.

Housing Units

In 2000, the total number of housing units for Geary County was 11,959. This is a net change of seven units between 1990 and 2000, or less than 0.05%. This could suggest that the county, as a whole, experienced minimal construction of housing during the ten years. The total number of housing units for Junction City decreased by 130 units during the same ten-year period. The reduction in Junction City's housing stock could be the result of the razing of older units. The negative growth in housing units for Junction City has a major impact on the Geary County housing unit statistics. An example of this is that the number of housing units in Geary County actually increased by 123 units outside of the Junction City city limits.

Ownership/Rental

The number of occupied units for both Geary County and Junction City decreased between 1990 and 2000. In Geary County, the number of occupied units decreased by 218 units, or

| | Geary County | | | Junction City | | |
|--------------------------|---------------|---------------|--------------|---------------|--------------|---------------|
| | 1990 | 2000 | % Chg | 1990 | 2000 | % Chg |
| Households | 10,740 | 10,458 | -2.6% | 7,914 | 7,492 | -5.3% |
| Family Households | 8,339 | 7,578 | -9.1% | 5,901 | 5,083 | -13.9% |
| Housing Units | 11,952 | 11,959 | 0.1% | 8,870 | 8,740 | -1.5% |
| <i># of people/ unit</i> | <i>2.7</i> | <i>2.6</i> | <i>-3.3%</i> | <i>2.6</i> | <i>2.5</i> | <i>-3.8%</i> |
| Vacant Units | 1,276 | 1,501 | 17.6% | 1,000 | 1,248 | 24.8% |
| Occupied Units | 10,676 | 10,458 | -2.0% | 7,870 | 7,492 | -4.8% |
| <i>Owner Occupied</i> | <i>45.5%</i> | <i>50.5%</i> | <i>11.0%</i> | <i>46.3%</i> | <i>52.0%</i> | <i>12.3%</i> |
| <i>Renter Occupied</i> | <i>54.5%</i> | <i>49.5%</i> | <i>-9.2%</i> | <i>53.7%</i> | <i>48.0%</i> | <i>-10.6%</i> |

Figure C-8: Housing Trends
Source: U.S. Census Bureau

-2%. In Junction City, the number of occupied units decreased by 378 units, or roughly -5%. During the same ten-year period, however, the percent of occupied units owned increased at both the county and city level. In Geary County, the owner-occupied percentage increased from 45.5% to 50.5% between 1990 and 2000. Likewise, the owner-occupied percentage, in Junction City, increased from 46.3% to 52.0%. Figure C-8 shows the change in ownership percentage.

Vacancy Rates

Between 1990 and 2000, the number of vacant housing units increased in Geary County and Junction City. In Geary County, the number of vacant units increased by 225 units, or 18%. In Junction City, the number of vacant units increased by 248 units, or 25%. The percent of vacant units to total housing units also increased at both the county and city level. In Geary County, the vacancy rate increased from 10.7% in 1990, to 12.6% in 2000. In Junction City, the vacancy rate increased from 11.3% in 1990, to 14.3% in 2000.

C.5 SOCIO-ECONOMIC CHARACTERISTICS

The goal of the socio-economic analysis is to get a better understanding of the past and existing characteristics. The collected data includes Per-Capita/Median Household Income and Poverty.

Per-Capita/Median Household Income

The 1999 per-capita income in Geary County was \$16,199. In 1989, Geary County's per-capita income was \$9,996. The 1999 per-capital income in Junction City was \$16,581. In 1989, Junction City's per-capita income was \$9,792. The 1999 per-capita national average was \$21,587. Both Geary County and Junction City were below the 1999 national average. In 1999, the per-capita income for Geary County equaled 75% of the national average. Likewise, Junction City's per-capita income equaled 77% of the national average in 1999.

The 1999 median household income in Geary County was \$31,917. In 1989, Geary County's median household income was \$21,905. The 1999 median household income for Junction City was \$30,084. In 1989, Junction City's median household

income was \$20,653. The 1999 median household income national average was \$41,994. Both Geary County and Junction City were below the 1999 national average. In 1999, the median household income for Geary County equaled 76% of the national average. Likewise, Junction City's median household income equaled 72% of the national average in 1999.

Poverty

The U.S. Census Bureau defines the individual poverty line at an annual income of \$8,350 or below (in 2000 dollars). In 2000, 12.1% of Geary County residents were considered living below the poverty line. This is lower, however, than the 16.0% for Geary County in 1990. In 2000, 14.0% of Junction City residents were considered living below the poverty line. This is also lower than the 17.6% in 1990. In 2000, the national average of individuals living in poverty was 12.4%. Geary County is slightly lower than this average, while Junction City is above.

C.6 ECONOMIC DEVELOPMENT

The goal of the economic analysis is to get a better understanding of the past and existing economic trends and characteristics. The collected data includes Major Employers, Industry, Employment Status, and Worker Class.

Major Employers

Figure C-9 lists the top ten major employers in Geary County. With over 5,500 employees, Fort Riley Civilian Personnel is by far the largest employer. Footlocker, Inc is the largest private-sector company in Geary County with over 850 employees.

| Major Employer | Employees |
|-------------------------------|-----------|
| Fort Riley Civilian Personnel | 5,540 |
| Geary County USD 475 | 912 |
| Footlocker, Inc | 867 |
| ConAgra Foods | 457 |
| Geary Community Hospital | 375 |
| Geary County | 192 |
| City of Junction City | 140 |
| Sprint | 130 |
| Central National Bank | 103 |
| Millennium Railcar | 85 |

Figure C-9: Major Employers
Source: Junction City Chamber of Commerce and Ft. Riley
Economic Impact Study

| Industry | Geary County | | Junction City | |
|---|---------------|---------------|---------------|---------------|
| | Jobs | % | Jobs | % |
| Agriculture, Forestry, Fishing, Hunting, Mining | 218 | 2.0% | 54 | 0.7% |
| Construction | 582 | 5.3% | 376 | 4.7% |
| Manufacturing | 1,202 | 11.0% | 983 | 12.4% |
| Wholesale Trade | 281 | 2.6% | 228 | 2.9% |
| Retail Trade | 1,750 | 16.0% | 1,323 | 16.6% |
| Transportation, Warehousing, and Utilities | 529 | 4.8% | 415 | 5.2% |
| Information | 363 | 3.3% | 288 | 3.6% |
| Finance, Insurance, Real Estate | 456 | 4.2% | 299 | 3.8% |
| Professional, Scientific, Management | 588 | 5.4% | 400 | 5.0% |
| Education, Health, Social Services | 2,361 | 21.6% | 1,697 | 21.4% |
| Arts, Entertainment, Recreation | 956 | 8.7% | 716 | 9.0% |
| Other Services | 572 | 5.2% | 434 | 5.5% |
| Public Administration | 1,089 | 9.9% | 734 | 9.2% |
| TOTAL | 10,947 | 100.0% | 7,947 | 100.0% |

Figure C-10: Industry, 2000
Source: U.S. Census Bureau

Industry

Figure 1-11 lists the number of jobs by industry for Geary County and Junction in 2000. According to the U.S. Census Bureau, Geary County recorded 10,947 jobs in 2000. Junction City recorded 7,947 jobs in 2000, representing 73% of the total number of jobs in Geary County. The industry category "Education, Health, Social Services" comprised the largest percent of jobs in both the county and city at over 21%. Employment in Agriculture and Forestry had the lowest percent of jobs with only 2% in Geary County and 0.7% in Junction City.

Employment Status

For both county and city, the total labor force decreased between 1990 and 2000. This can be partially attributed to a 47% reduction in the armed forces in Geary County, during that

time. In contrast, the civilian labor force, for both county and city, increased between 1990 and 2000. In addition, the unemployment rate dropped significantly. In Geary County, unemployment dropped from 11.3% in 1990 to 3.6% in 2000. And in Junction City, unemployment decreased from 12.0% to 3.6% (see Figure 1-12).

| | Geary County | | Junction City | |
|-----------------------------|---------------|---------------|---------------|--------------|
| | 1990 | 2000 | 1990 | 2000 |
| In Labor Force | 15,911 | 14,363 | 10,434 | 9,711 |
| Civilian Labor Force | 10,955 | 11,686 | 8,020 | 8,449 |
| Unemployed | 11.3% | 3.6% | 12.0% | 3.6% |
| Armed Forces | 5,036 | 2,677 | 2,414 | 1,262 |
| Not in Labor Force | 6,169 | 6,148 | 4,661 | 4,399 |

Figure C-11: Labor Force, 2000
Source: U.S. Census Bureau

Worker Class

According to the 2000 U.S. Census, 2,908 people, or 27%, are employed by a government agency in Geary County. At 25%, Junction City has a similar but slightly lower rate. These rates are greater than the 2000 national average of 14%. The high percent levels of government employees can be attributed to the large impact that Fort Riley has on both Geary County and Junction City.

C.7 EXISTING MARKET CONDITIONS

Junction City and Geary County adopted an Economic Development Strategic Plan in December 2002. The Five Year Plan, part of a regional strategic plan, is comprehensive in scope and includes tax abatements and financial and technical assistance to business relocations and expansions in Junction City and Geary County. The Plan identifies individuals and others responsible for implementing the recommended strategies – an important element of a successful plan. Equally important, the Plan recognizes and addresses retail businesses, workforce development and relations associated with Fort Riley. Its thoroughness is commendable and positions the community ahead of many other Kansas communities in strategizing for the future.

The real measure of success of a plan is how well the community is performing from an economic development standpoint. Therefore, an evaluation of the Junction City market comparing Geary County to five other comparably populated non-urban counties in Kansas, as well as Riley

| County | 2000 Population | Retail Sales 1995 – 2004 (ranking) | Employment 1995 – 2004 (ranking) | Per Capita Income 1993 – 2003 (ranking) | Combined Ranking |
|--------------------------|-----------------|------------------------------------|----------------------------------|---|------------------|
| Pottawatomie | 18,572 | 38% (1 st) | 33% (1 st) | 57% (2 nd) | 1 st |
| Geary County | 26,085 | 22% (2 nd) | 21% (3 rd) | 63% (1 st) | 2 nd |
| Franklin | 25,225 | 18% (4 th) | 26% (2 nd) | 54% (3 rd) | 3 rd |
| Riley | 61,864 | 17% (5 th) | 15% (4 th) | 53% (4 th) | 4 th |
| McPherson | 28,688 | 20% (3 rd) | 13% (5 th) | 51% (5 th) | 5 th |
| Sumner | 24,874 | 10% (6 th) | 0% (6 th) | 40% (7 th) | 6 th |
| Barton | 27,028 | 5% (7 th) | -4% (7 th) | 48% (6 th) | 7 th |
| State of Kansas | N / A | 14% | 10% | 45% | N / A |
| Benchmark County Average | N / A | 18% | 14% | 52% | N / A |

Figure C-12: Benchmark Counties Economic Indicators 1993 – 2004
Sources: 2000 U.S. Census; Kansas Department of Revenue; Kansas Department of Labor; U.S. Bureau of Economic Analysis

County was performed (see Figure C-12). Although more than double the population of Geary County, Riley County is also included because of its proximity to Junction City and influence on the Junction City business climate. As Junction City captures approximately 92% of the retail sales in Geary County, it is valid and appropriate to use countywide data for comparison purposes.

The three most relevant economic indicators that measure a community's economic performance are changes in local employment, retail sales trends and income growth levels. Although other demographic factors influence growth rates, such as household size and age, economic growth does not necessarily depend on population growth. Over the past decade, Junction City and Geary County's major economic indicators suggest that the Junction City and Geary County economy are outpacing five of the six benchmark counties and the growth rates of the State of Kansas. The statistics measured for each major indicator reflect the latest annual report from the State of Kansas and the U.S. Department of Commerce. More specifically, over the past decade:

- Retail sales in Geary County are the second highest among the benchmark counties and have been triple the growth rate of the State of Kansas since 1997;
- Employment in Geary County was more than double the statewide employment growth rate and 50% greater than average of the benchmark counties;

- Geary County's per capita income has increased at the highest rate among the others and reflects a higher growth rate than the statewide average.

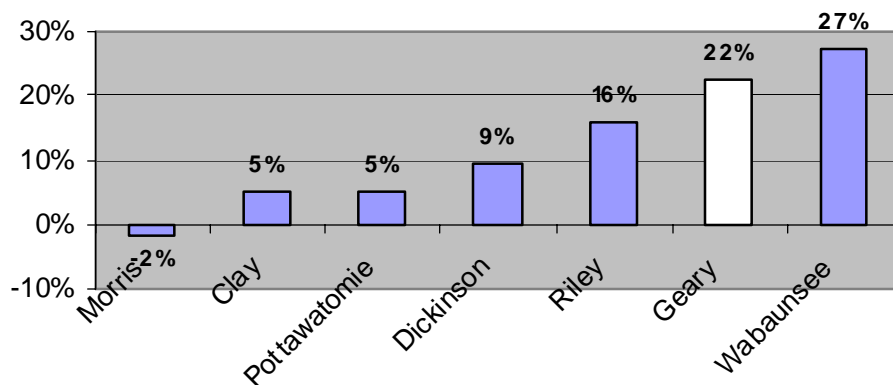


Figure C-13: Adjacent County Pull Factors 1995-2004
Source: Kansas State University Department of Agricultural Economics

Geary County's retail pull factor increased from 0.67 in 1995 to 0.82 in 2004, or an increase of 22 percent over the decade (see

Figure C-13). Junction City's pull factor in 2003 was 1.04. The retail pull factor measures how well retail businesses in a city or county are holding on to and attracting taxable retail trade. A pull factor above 1.00 indicates that the community is attracting more business than it is losing. A value below 1.00 indicates that the community is losing more business than it is capturing.

Junction City's pull factor above the 1.00 equilibrium level reflects the fact that 92 percent of Geary County's trade occurs in Junction City. Therefore, Geary County's trade factor is a more useful comparison in evaluating the local retail market. Geary County's pull factor of 0.82 indicates that the county loses \$0.18 of every expendable retail dollar. Pottawatomie County with a pull factor of 1.42 is the only adjacent county to Geary County that has a pull factor over 1.00, reflecting retail sales expenditures from the Geary County, as well as the Riley County retail markets. All of the other counties immediately adjacent to Geary County have lower retail sales levels than Geary County reflecting their loss to larger trade areas such as Topeka or Salina.

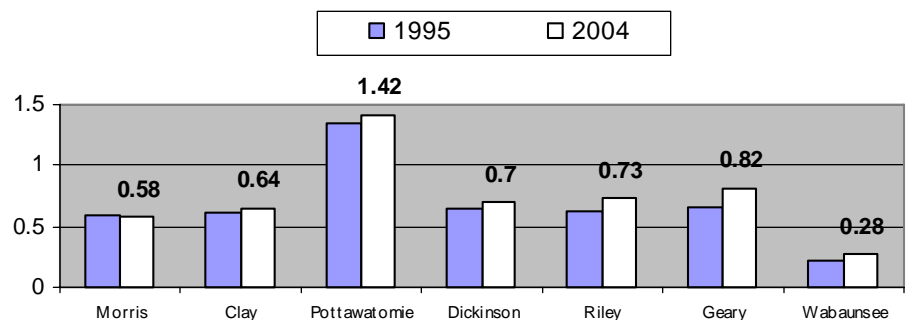


Figure C-14: Retail Pull Factors 1995-2004
Source: Kansas State University Department of Agricultural Economics

Consequently retail sales leaving Junction City are most commonly spent in the portion of Manhattan that is in Pottawatomie County. Therefore, for Junction City to expand its retail base, the city will be driven by three major factors:

1. Junction City and Geary County population and/or employment growth
2. Increased tourism and/or Interstate highway travelers
3. Retail products that can recapture Geary County, as well as Clay, Morris and Dickinson Counties, currently lost to Pottawatomie County.

Though demonstrating the potential for further growth, Geary County's retail pull factor grew more in the past decade than all

of its six neighboring counties except Wabaunsee County (see Figure C-14). It is worth noting that given Wabaunsee County's small population and limited retail base, this growth rate is not that significant.

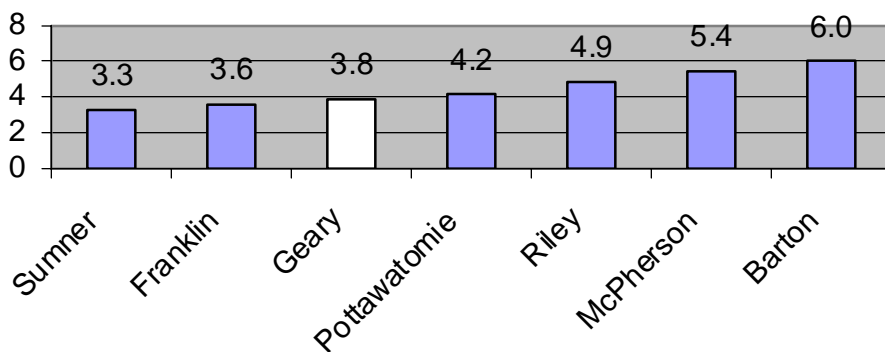


Figure C-15: Retail Establishments per 1,000 Residents
Source U.S. Department of Commerce Bureau of Economic Analysis 2002

An analysis of the number of retail establishments per capita also portrays the condition, strengths, and opportunities in the local retail market. Geary County has the fifth lowest total number of retail establishments among the seven benchmark county comparisons (see Figure C-15). The lower figure for Junction City's retail outlets is offset, in part, since some retail needs of military employed residents are

accommodated in stores on the base at Fort Riley. Nevertheless, with 3.8 retail establishments per 1,000 residents in 2002, Junction City has the potential to reasonably accommodate at least a 10 percent increase in retail establishments among its

retail base, or 10+ establishments, even without considering projected growth in population. However, projected growth will further increase this retail potential.

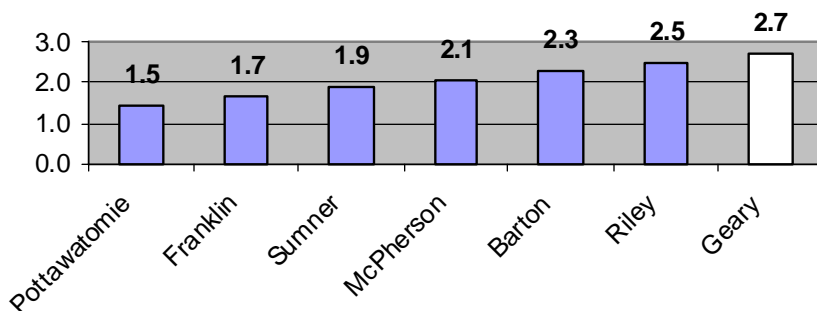


Figure C-16: Food and Accommodation Establishments per 1,000 Residents
Source U.S. Department Bureau of Economic Analysis 2002

Junction City exceeds its counterparts in the number of food and accommodation establishments per capita (see Figure C-16). This condition is directly related to the presence of Interstate 70 and Fort Riley that generate higher demand

for lodging and places to eat. Therefore, when the high number of food and accommodation establishments is measured against the lower level of overall retail establishments indicated in Figure C-15, it is fair to conclude that Junction City's retail potential needs to be targeted in other retail categories such as apparel, electronics, automobiles, etc.

In particular, Junction City has a significant choice of eating establishments per capita (see Figure C-17). This data does not reflect the range of eating establishments, from fast food to fine dining, but merely indicates the 58 food outlets reported in 2002 U.S. Bureau of Economic Analysis data. This level is higher than any of the benchmark counties except Riley County whose population is more than double that of Geary County.

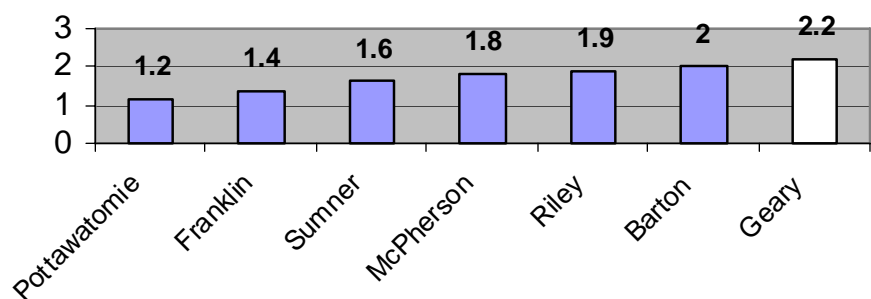


Figure C-17: Eating Establishments per 1,000 Residents (F)
Source U.S. Department Bureau of Economic Analysis

Geary County is last among the benchmark counties as a home to manufacturing facilities (see Figure C-18). Although Con-Agra's employment level makes it one of the largest private employers in the region, there is the opportunity to expand and balance the community's manufacturing base. This opportunity is also revealed in the fact that there are not enough employment opportunities in Geary County to support the county's workforce. In 2000,

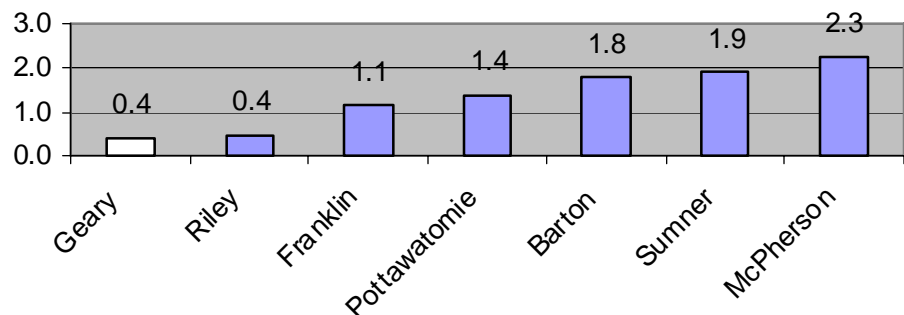


Figure C-18: Manufacturing Establishments per 1,000 Residents (G)
Source U.S. Department Commerce Bureau of Economic Analysis 2002

Junction City and Geary County resident commuting patterns reinforced the fact that there is an adequate workforce to support growth in the manufacturing sector of the local economy. This is because there is a net loss of about nine percent of the laborers in Geary County for employment. Commuting patterns reported in the U.S. Census data indicate that 40 percent of the county's work force leave Geary County for employment, while 31 percent of the county's workforce commute into Geary County for employment.

Another area that reveals the potential for growth in the local economy is in the travel and tourism industry. Kansas State University researchers have developed a Travel and Tourism Location Quotient used to estimate the concentration of a cluster of firms that support travel and tourism including hotels, motels, bed and breakfast places, restaurants, convenience stores, gas stations and entertainment businesses. The result of this combined analysis (Travel and Tourism Location Quotient)

is similar to a city or county retail trade pull factor, except it includes only those business types mentioned above. Geary County's quotient, 0.97, reflects the potential to grow this important industry. Not surprisingly, the highest quotients in Kansas are those communities with state universities, such as Riley County. Nevertheless, Geary County's fifth place ranking indicates room for growing this element of

the market. In fact, the newly constructed Convention Center in Junction City is recognition of this opportunity and should serve to raise this indicator in the coming years.

In summary, Junction City and Geary County have an excellent and comprehensive economic strategic plan in place. The community's economic performance in the past decade reflects an economy outpacing the state and a majority of comparably

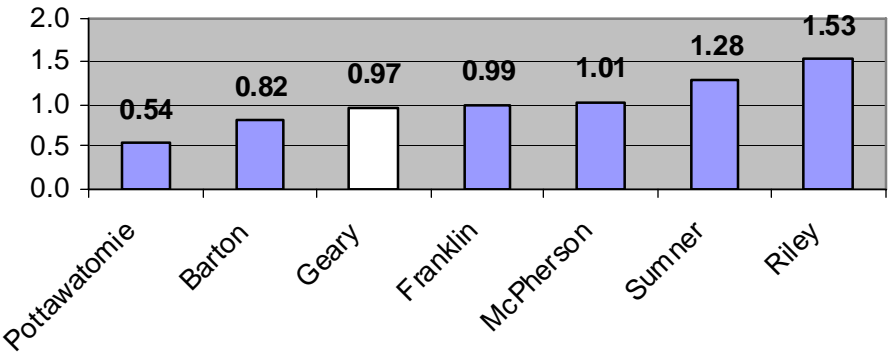


Figure C-19: Travel and Tourism Quotient (H)
Source Kansas State University Department of Agricultural Economics

sized counties. Despite this growing economy, opportunities exist to further grow the city's non-restaurant retail market, travel and tourism and the local manufacturing base to better accommodate the county's workforce locally.

C.8 FORT RILEY

It is obvious that Fort Riley has had and will continue to have an impact on the local economy and markets. The numbers that have been presented previously include those impacts felt by the soldiers and civilians of Fort Riley. In September of 2004 it was estimated that Fort Riley had a \$875 million impact on the economy in the State of Kansas. Much of the statewide impact is in the geographic areas surrounding the Post including Junction City and Geary County. Recently, the United States Department of Defense (DoD) has indicated that Fort Riley is a "valuable installation to the Army and the DoD." This recognition not only means that Fort Riley will remain an integral part of the Army and defense system, but that it will benefit from the Base Realignment and Closure (BRAC) process. Simply put, Fort Riley will begin receiving population and new functions as other out-dated or less strategic installations are closed or reorganized. The primary source of increased population at the Fort is the relocation of the Big Red 1 back to Fort Riley from Germany.

| | Current | Anticipated | Future | Total |
|---------------------------|---------------|--------------|---------------|---------------|
| Military | 11,616 | 3,400 | 4,700 | 19,716 |
| Family Members | 12,151 | 4,700 | 6,500 | 23,351 |
| <i>On Post</i> | 7,921 | 0 | 0 | 7,921 |
| <i>Off Post</i> | 4,230 | 4,700 | 6,500 | 15,430 |
| Retirees | 19,195 | - | - | 19,195 |
| Civilian Personnel | 4,813 | 1,200 | 2,244 | 8,257 |
| TOTAL | 47,775 | 9,300 | 13,444 | 70,519 |

Figure C-20: Fort Riley Population Growth and Impact
Source: City of Junction City, Kansas

Currently, Fort Riley is responsible for some 47,775 people in the region, including military personnel, military dependents (family), retirees and civilian personnel. Beginning in 2005 the population will begin to grow and the demands for services and housing will also grow. In the short-term it is estimated that an additional 9,300 people will be supported by Fort Riley. This additional population is a mixture of soldiers, dependents, and

civilian personnel (see Figure C: 20 Fort Riley Population Growth). Future growth in subsequent years is estimated to add an additional 13,444 persons to the region. Total impact to the population of the region over the next 6 plus years is estimated to be over 22,000 people. The greater impact that will be felt by the region, and in particular communities like Junction City, will be the increased need for services and housing of the new population.

The BRAC process is anticipated to have a dramatic impact on the make up of the Fort itself. By 2011 it is expected that Fort Riley will be home to three brigade combat teams, one multifunctional aviation brigade, one sustainment brigade, and one UEx headquarters. To support these operations the end soldier population of the post will be in excess of 17,000. Growth of this type will have a definite and profound impact on the communities in the region including, more military families living in local communities (off-post), more children attending local schools, and more customers using local businesses. This is evident from Figure C: 20, in which the vast majority, in not all of the new military personnel, their dependents, and civilian personnel are proposed to be housed off-post. This troop increase represents a dramatic need for housing in the region. As Fort Riley continues to grow the economic impact to the region will continue to grow as well.

C.9 LAND USE PATTERNS

The goal of the Land Use Patterns analysis is to get a better understanding of the evolving physical land use patterns. The areas of analysis include Existing Land Use, Zoning, and Physical Conditions.

Existing Land Use Categories

Analysis of the existing land use patterns helps give a better understanding of the types of uses present in Junction City and Geary County. The types of land uses found in the study area have been placed into the following categories:

Agriculture: Land or building that is used for agriculture and agriculture related uses such as growing crops, raising livestock, farmsteads, prairie, etc.

Single-Family Residential: Land or building that is occupied by a single, unattached residential dwelling unit.

Multi-Family Residential: Land or building that is occupied by two or more residential dwelling units. Examples include duplexes, apartments, manufactured homes, and nursing homes.

Commercial: Land or building where merchandise or services are offered for retail sale. Examples include drug stores, clothing store, auto dealerships, and offices.

Industrial: Land or building where the primary use is industrial or industrial related. Examples include manufacturing, warehousing, salvage, and wholesale operations.

Public/ Semi-Public: Land or building where the existing use is a public or semi-public institution. Examples include government, civic, religious, educational, medical, cemeteries, or land owned by Junction City or Geary County that is not considered Open Space.

Open Space: Land that is used for public parks, leisure, recreational activities, and nature reserves.

Mixed Use: Parcel or building where two or more land use categories coexist. Examples include the Junction City

downtown area where commercial is located on the ground floor while residential is located on the second floor and above if applicable.

Vacant: Land that is void of any other use.

Airport: Land use for aviation practices.

Junction City Existing Land Use

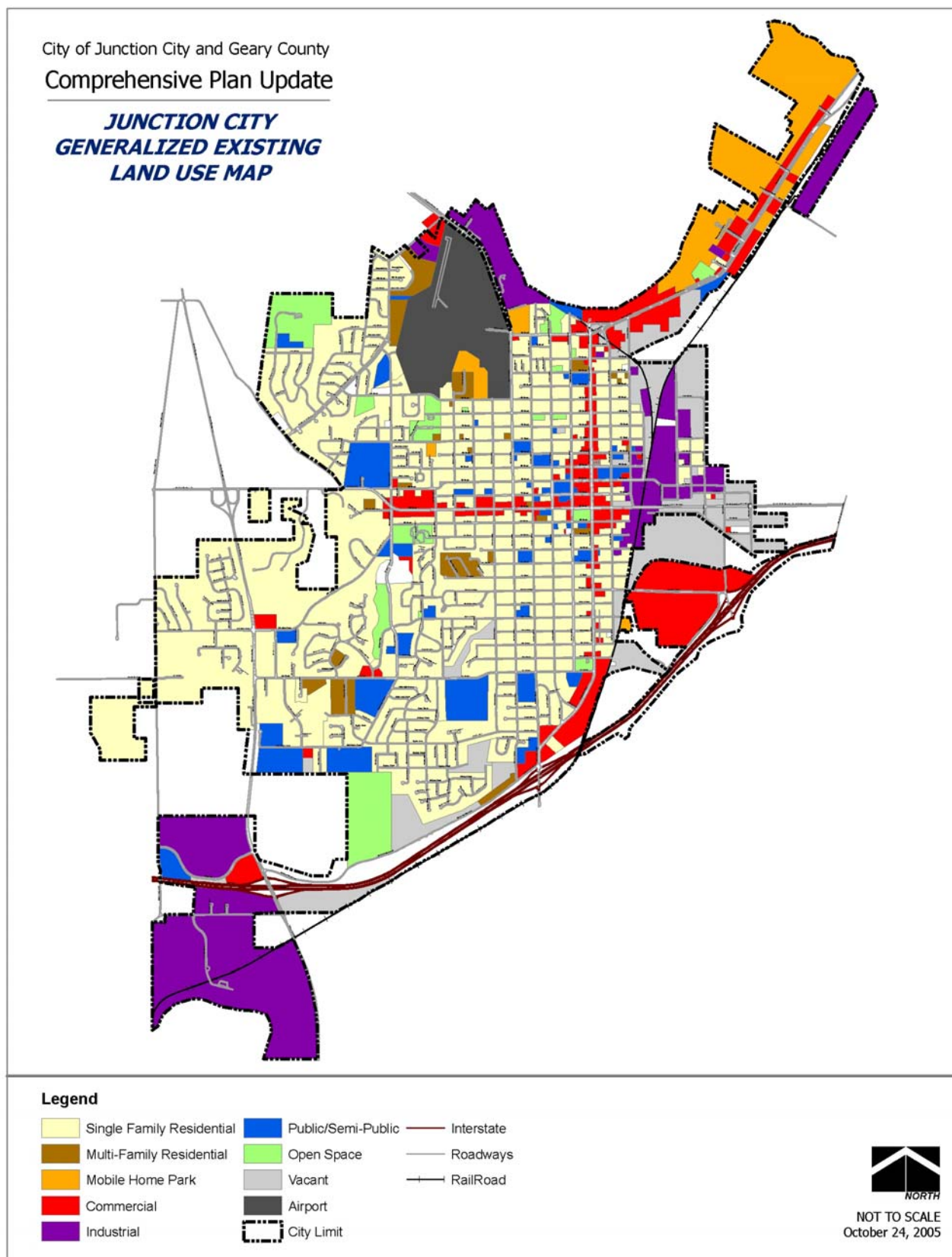
The earliest development in Junction City occurred in the present downtown area along Jefferson Street. This area of Junction City is within close proximity to the Republican River and the rail road lines to the east. The development pattern within this portion of the community is known as a "grid-pattern," common during the time of development.

Due to the physical barriers created by the rivers and rail lines to the north and east, Junction City expanded in a general west and southwest direction. Going west and southwest, the street development patterns changes from a grid to a more suburban pattern. Common characteristics of a suburban road network is curvilinear streets and cul-de-sacs. In addition, the average residential parcel increases in size from east to west.

The majority of land within Junction City can be classified as Single-Family Residential. Single-Family Residential neighborhoods are located throughout Junction City. As with the City's general development pattern, older neighborhoods are generally in the east and newer neighborhoods are in the west.

Commercial land use is located on a series of major arterial roadways or corridors. These commercial corridors include Washington Street, Sixth Street, Grant Avenue, Chestnut Street, and U.S. HWY 77. Newer retail in Junction City is generally located along eastern Chestnut Street, adjacent to Interstate 70, and along U.S. HWY 77. In contrast, commercial retail along Washington Street, Sixth Street, and Grant Avenue is mature, typically 15 years or older.

Figure C-21: Generalized Existing Land Use, Junction City
Source City of Junction City and Gould Evans



Mixed-Use is located in the City's downtown. The downtown boundary is roughly 11th Street (north) to 5th Street (south), and Adams Street (west) to Franklin Street (east). Within the downtown boundary, a number of buildings containing more than one use exist. These uses include commercial, residential, office, institutional, and even light industrial. Washington Street is the primary and central street in the downtown. Many of the businesses located in the downtown front Washington Street.



Downtown Junction City

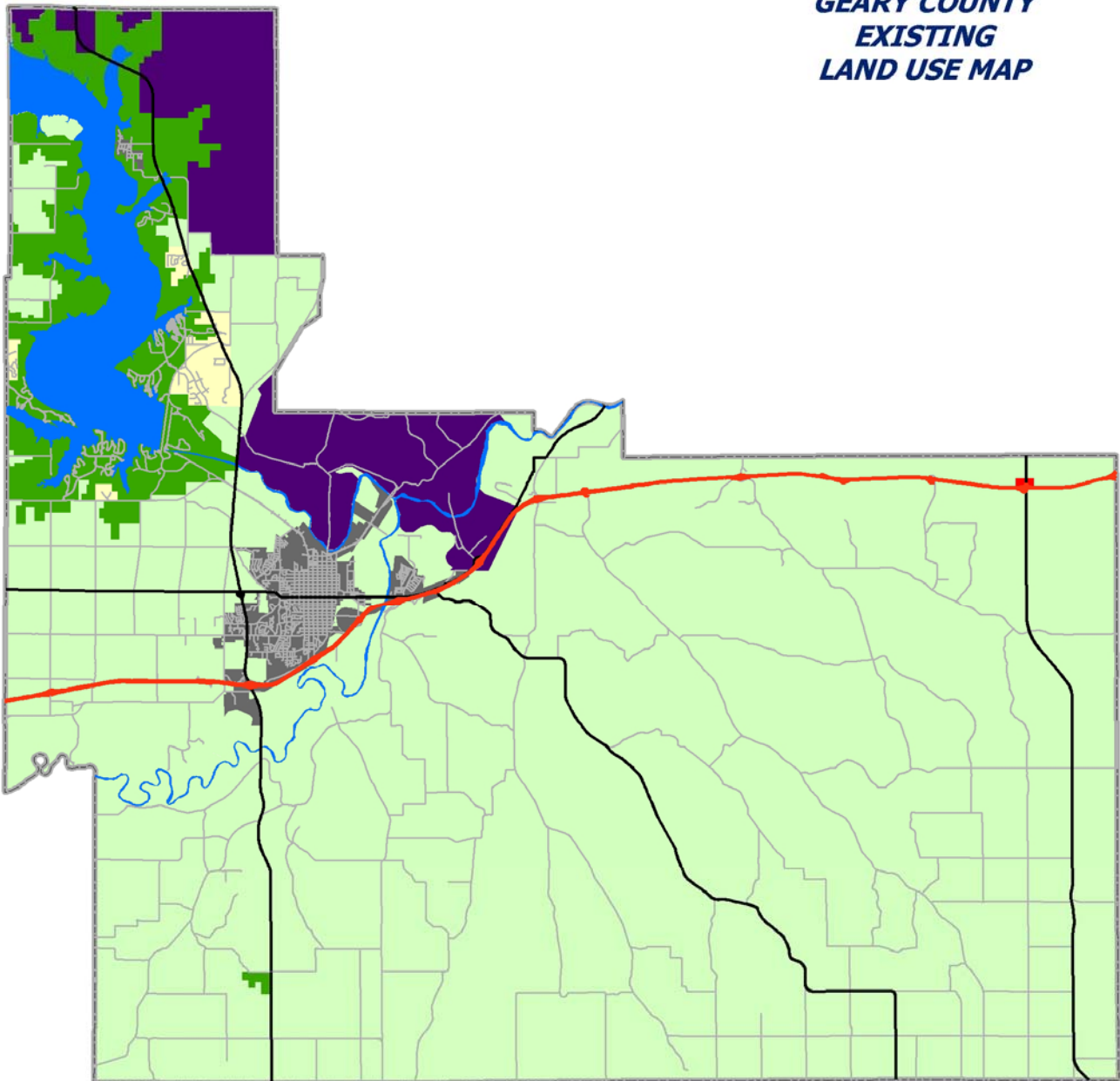
In 2000, Junction City completed a four-phase downtown revitalization project totaling over \$2 million in improvements. Improvements included streetscape improvements, building restoration, historic preservation, open space improvements, and the razing of blighted structures. In 2005 Downtown Junction City was designated as a Historic District on the National Register of Historic Places. The registration will assist in protecting the small town, historic character of downtown through the design guidelines that accompany such a designation.

Industrial land uses are located in most areas of Junction City. The industrial uses, however, are typically found on the outskirts of the community, **away from other land uses** of a lower intensity level, such as Single-Family Residential. Industry is located east of the downtown adjacent to the rail lines, along Jackson Street near the airport, and along U.S. HWY 77 in the southwest part of Junction City.

Public and Semi-Public uses are located throughout Junction City. These uses include government institutions in the downtown, public schools, the Geary County Hospital, cemeteries, and local churches.

Land use in the form of Open Space is located throughout Junction City. Examples of Open Space include Heritage Park located in the downtown area, North Park located in the northwest corner of Junction City, and South Park located in south Junction City near Interstate 70.

**GEARY COUNTY
EXISTING
LAND USE MAP**



Legend

| | | |
|---|--|---|
|  Agriculture |  Commercial |  Geary County Limits |
|  Rural Residential |  Ft. Riley Post |  Water |
|  Park/Open Space |  Municipality | |



NOT TO SCALE
October 24, 2005

Figure C-22: Existing Land Use, Geary County
Source: City of Junction City and Gould Evans

Geary County Existing Land Use

Outside of Geary County's three municipalities – Junction City, Milford, and Grandview Plaza – there can be found five categories of land uses. These categories are Commercial, Park/Open Space, Rural Residential, Agriculture, and Ft. Riley Army Post. The vast majority of the unincorporated Geary County is Agriculture which includes the numerous farmsteads. Agriculture is most prevalent in all areas of the County except for the northwest corner. Within the northwest corner, the majority of the unincorporated land is either Park/Open Space or Ft. Riley. The Park/Open Space is a result of the presence of Milford Reservoir. Also, in the northern portion of the county exists two areas of larger, estate size residential developments classified as rural residential. A single pocket of commercial land use exists in the county on the north side of I-70 at the US77 intersection.

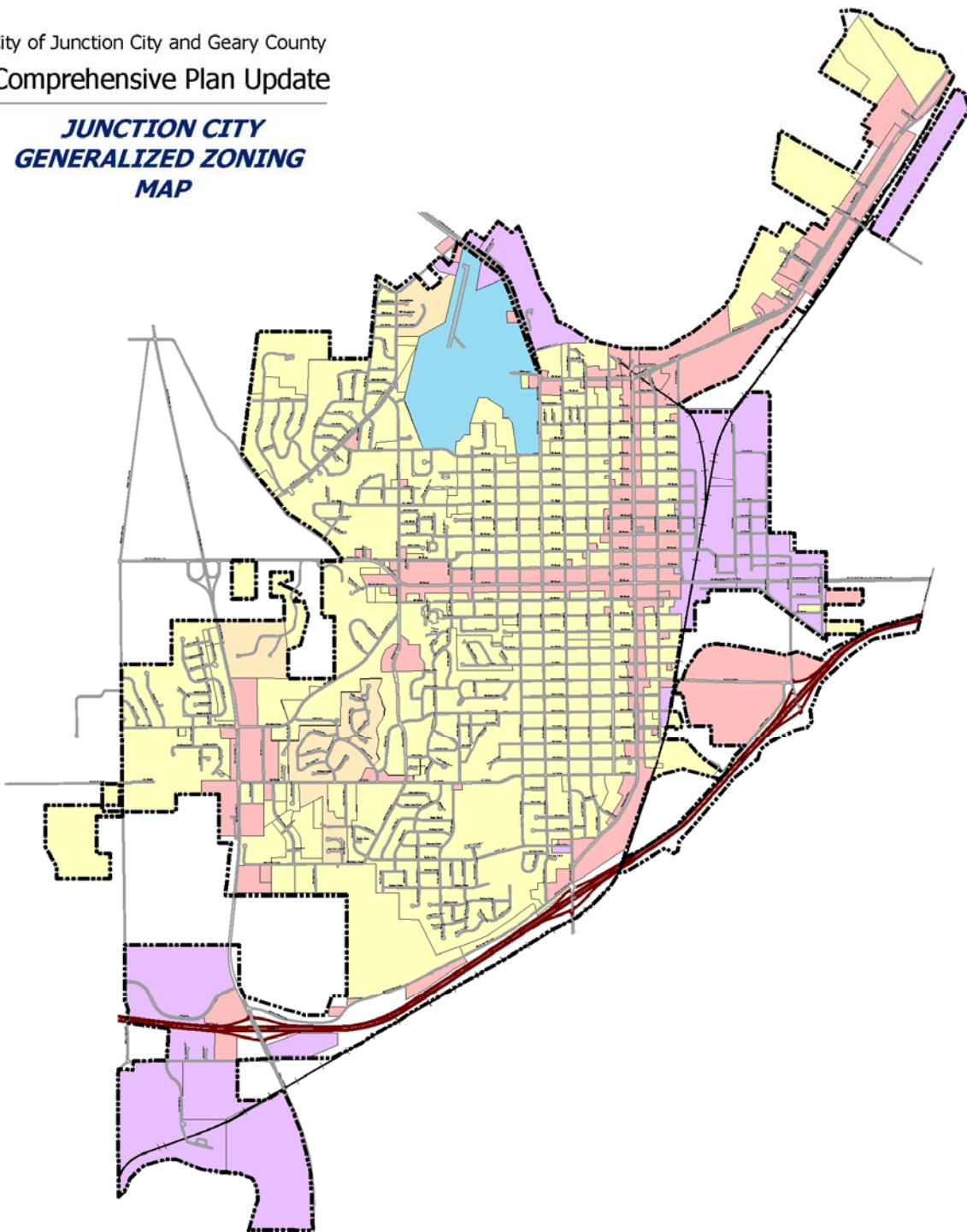
Zoning and Subdivision Regulations

The land within the Junction City city limits is regulated by the *Junction City, Kansas Zoning Regulations*. The purpose of the regulations is to “control the use and development of land so that positive effects are reinforced and negative effects are minimized.” In addition, the regulations should be based on the policies and recommendations contained within the *Junction City/Geary County Comprehensive Plan*. The regulations, however, only apply to the land inside the Junction City corporate limits.

The *Junction City-Geary County Subdivision Regulations* are used to encourage orderly growth and development for both Junction City and Geary County. In addition, the regulations help local officials and private developers by “clarifying requirements and by assuring more uniform application of City and County standards for new subdivisions.” The regulations are in conformance with the Kansas State Statutes.

City of Junction City and Geary County
Comprehensive Plan Update

***JUNCTION CITY
GENERALIZED ZONING
MAP***



Zoning

- | | |
|---------------------|------------|
| Residential | Interstate |
| Commercial | Roadways |
| Industrial | Rail Road |
| Airport | City Limit |
| Planned Development | |



NOT TO SCALE
October 24, 2005

Figure C-23: Generalized Zoning, Junction City
Source: City of Junction City and Gould Evans

C.10 TRANSPORTATION

The existing roadway transportation system for Junction City is rated very high as compared to other communities throughout the United States. Through ongoing improvements, the City has a comprehensive roadway system that provides connections and access to all parts of the system of sufficient size to accommodate existing traffic volumes without congestion. The City also has a system of State Highways and Interstate 70 that provide exceptional connections to the region for area residents and businesses.

The following transportation section highlights the current roadway system within the City and reports current traffic counts and congestion levels within the City.

Functional Classification System

Functional classification is a process by which streets and highways are grouped into classes according to the character of service they are intended to provide. Basic to this process is the realization that individual streets and highways cannot respond to traffic demand independently. Instead, most travel involves movement along a combination, or network, of streets. In order to minimize congestion and accidents, this network of streets is organized as a hierarchy of different street types, each with a particular role to play in the overall system.

In Junction City, the system has been defined so as to include four street categories: Principal Arterial, Minor Arterial, Collector, and Local Street. The role of each type of street can be described as follows:

1. *Principal Arterial:* a street or highway intended to connect major traffic generators and the major highway entrances into the City. Because of the large volume of traffic carried by principal arterials, access to abutting properties should be restricted or prohibited wherever possible.

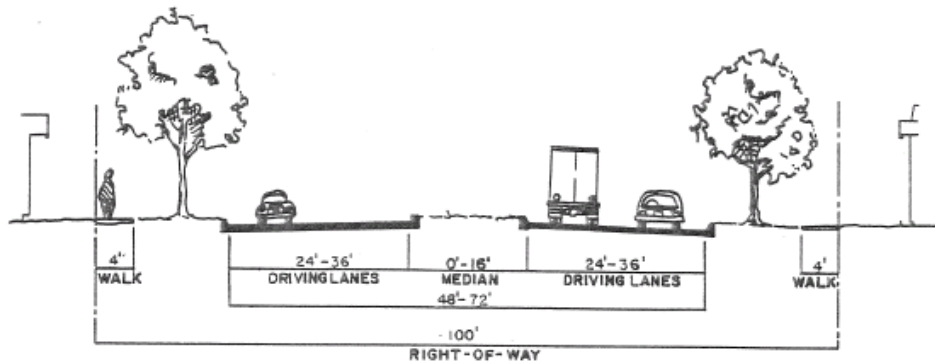


Figure C-24: Urban Principal Arterial Street

2. *Minor Arterial:* a street intended to provide through traffic movement across the community connecting minor traffic generators and principal arterials. Access to abutting properties should generally be restricted.

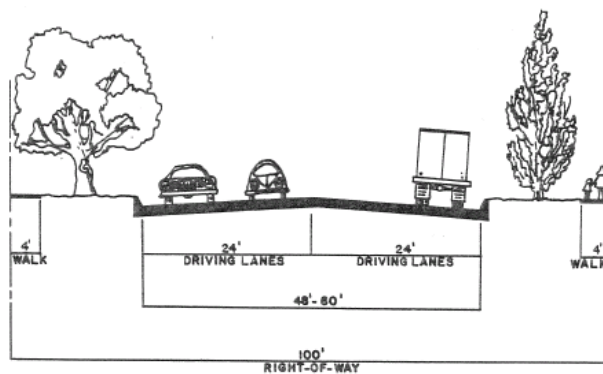


Figure C-25: Urban Minor Arterial Street

3. *Collector:* a street intended to connect the local streets of a residential neighborhood with the arterial system. In addition, collectors often provide access to localized traffic generators such as neighborhood schools. Collectors generally should not serve through traffic.

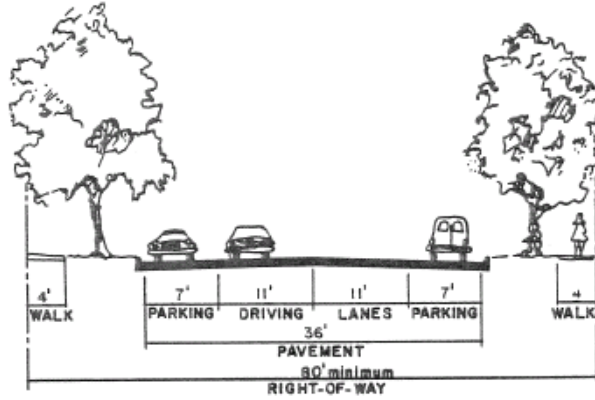


Figure C-26: Urban Collector Street

4. *Local Streets:* local streets are intended to service individual properties. They should be designed to discourage through traffic.

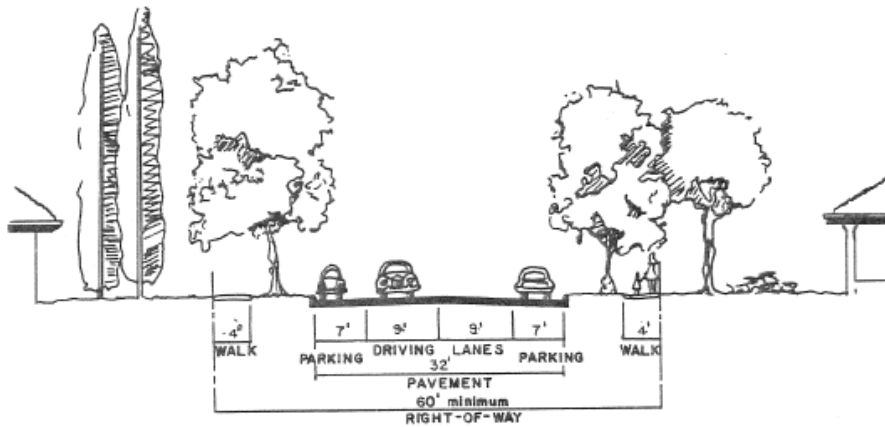


Figure C-27: Urban Local Street

Traffic Volumes and Congestion Levels

Transportation Engineers utilize average daily traffic counts for evaluating the level of service (congestion levels) of the existing and future traffic conditions. Current traffic counts are presented in the Existing Daily Traffic Count Map (see Figure 1-28).

As can be seen in this map, the highest recorded traffic counts are along I-70 (15,000 to 22,000) and the state highway (US 40 north of I-70 – 8,000). In general, all other roadways experience 5,000 vehicles per day or less.

Traffic congestion is based on the relationship between the daily traffic volumes along a given roadway and the roadways capacity to accommodate the traffic. In general, the daily capacity of various roadways is as follows;

- Four Lane Freeway – 65,000
- Four Lane Divided Arterial with median/separate left turn lane – 36,000
- Four Lane Arterial no left turn lane – 24,000
- Two Lane Arterial – 12,000

Congestion levels fall into one of three ranges:

- *Uncongested (Level of Service A-C):* Facilities that generally operate in free-flow conditions, where the driver tends to be able to travel without undue delay except for typical traffic control operations, such as stop signs or traffic signals. During the peak hour, there might be some delay at a controlled intersection, but generally the driver can get through the intersection within one cycle of the traffic signal.
- *Congesting (Level of Service D):* These are roadways where the driver can generally travel in free-flow conditions during the off-peak hours, but might experience having to wait more than one cycle at a signalized intersection during the peak hours. Because these corridors have existing traffic volumes approaching capacity, there can be significant variations

in congestion from day to day, fluctuating between acceptable and congested.

- *Congested (Level of Service E and F):* The congested roadways within the Rapid City region are those roadways where traffic volumes have either reached or exceeded the facility's capacity to accommodate these volumes. These facilities experience daily congestion delays where it is not uncommon that a driver might have to wait two or more signal cycles to get through the intersection.

In review of the existing traffic volumes, as compared to the roadway's capacity result in all roads within Junction City are uncongested and experience the highest level of service rating A. This high rating is extremely unusual in communities throughout the United States, in which congestion is becoming increasingly common. It should further be noted that the existing roadway system has residual capacity and will permit additional growth to occur without congestion.

Major Thoroughfare System

The Junction City Major Thoroughfare System is designed to accommodate the traffic demands of both the existing land use pattern and the anticipated future land use pattern. As a result, several major streets have been shown where no street currently exists or where the existing street is only an unpaved county road. This is not meant to imply that these streets should be constructed or improved in the near future. It is intended only to assist in coordinating the Major Thoroughfare System with future subdivision proposals and to assure that adequate rights-of-way are obtained where necessary. The major thoroughfares are shown in graphic form on the Major Thoroughfare System Map. This system is designed to accommodate both existing and future traffic demands.

Figure C-28: Existing Daily Traffic Count Map
Source: City of Junction City and LSA & Associates

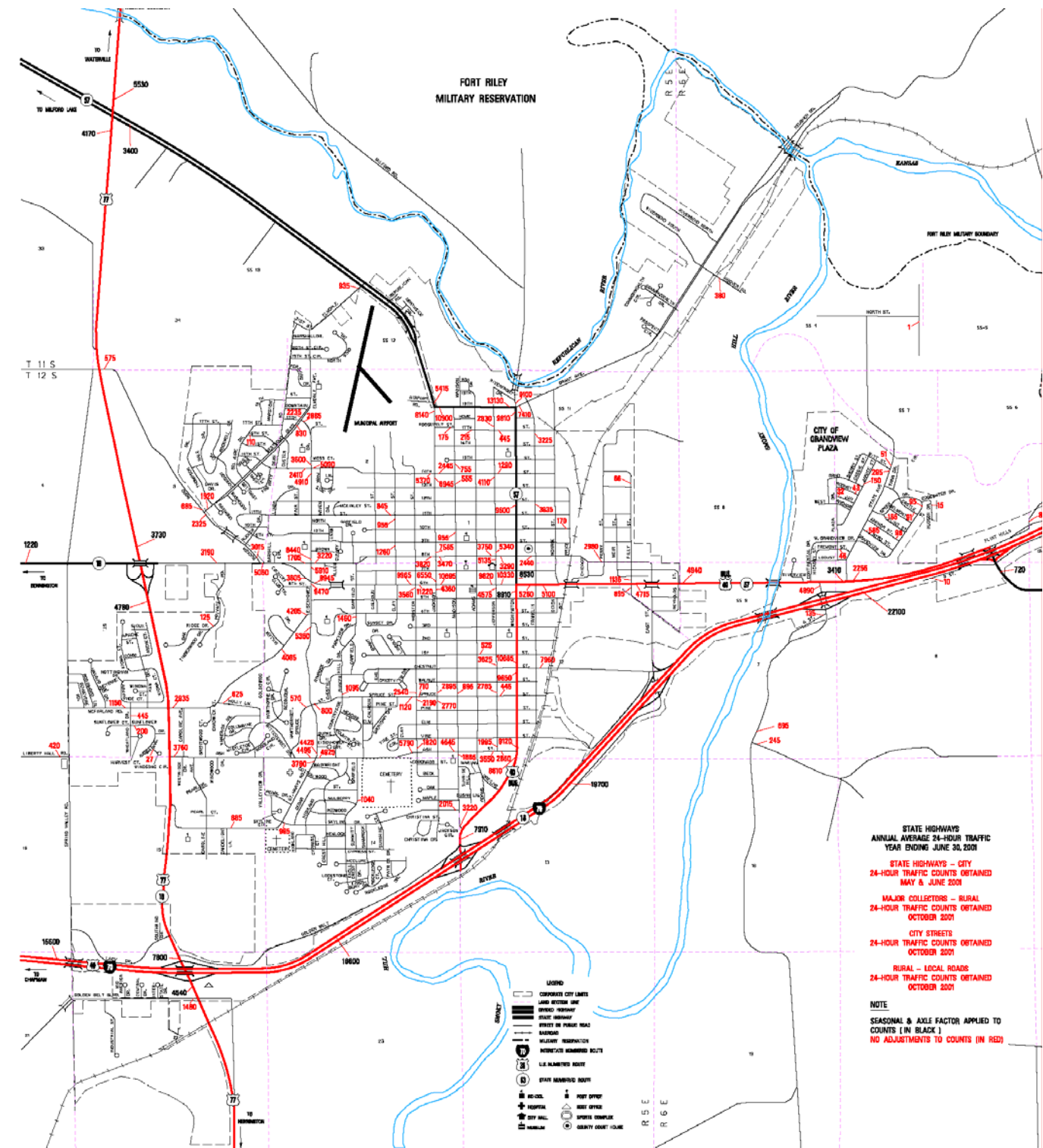


Figure C-29: Major Thoroughfare Map
Source: LSA & Associates

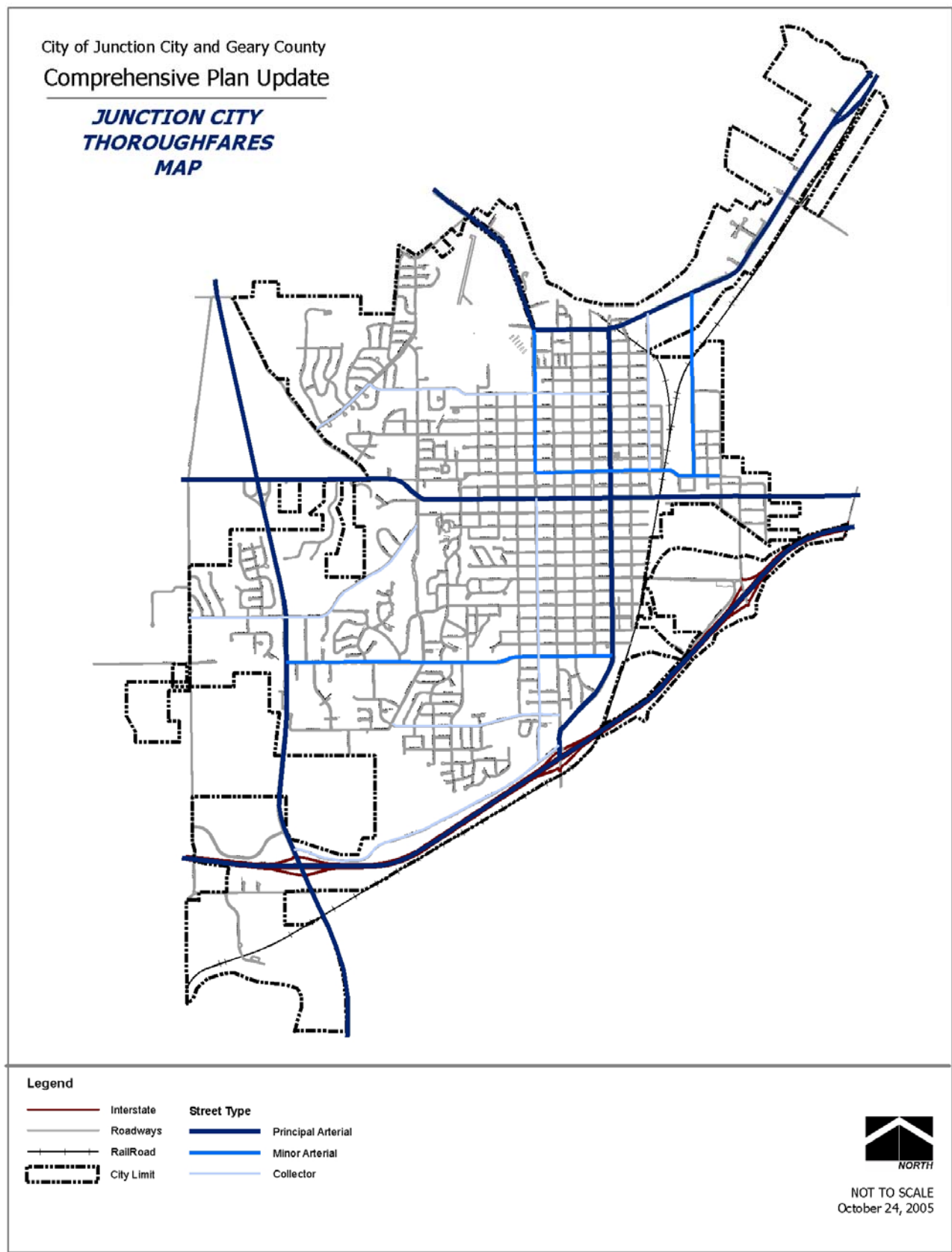
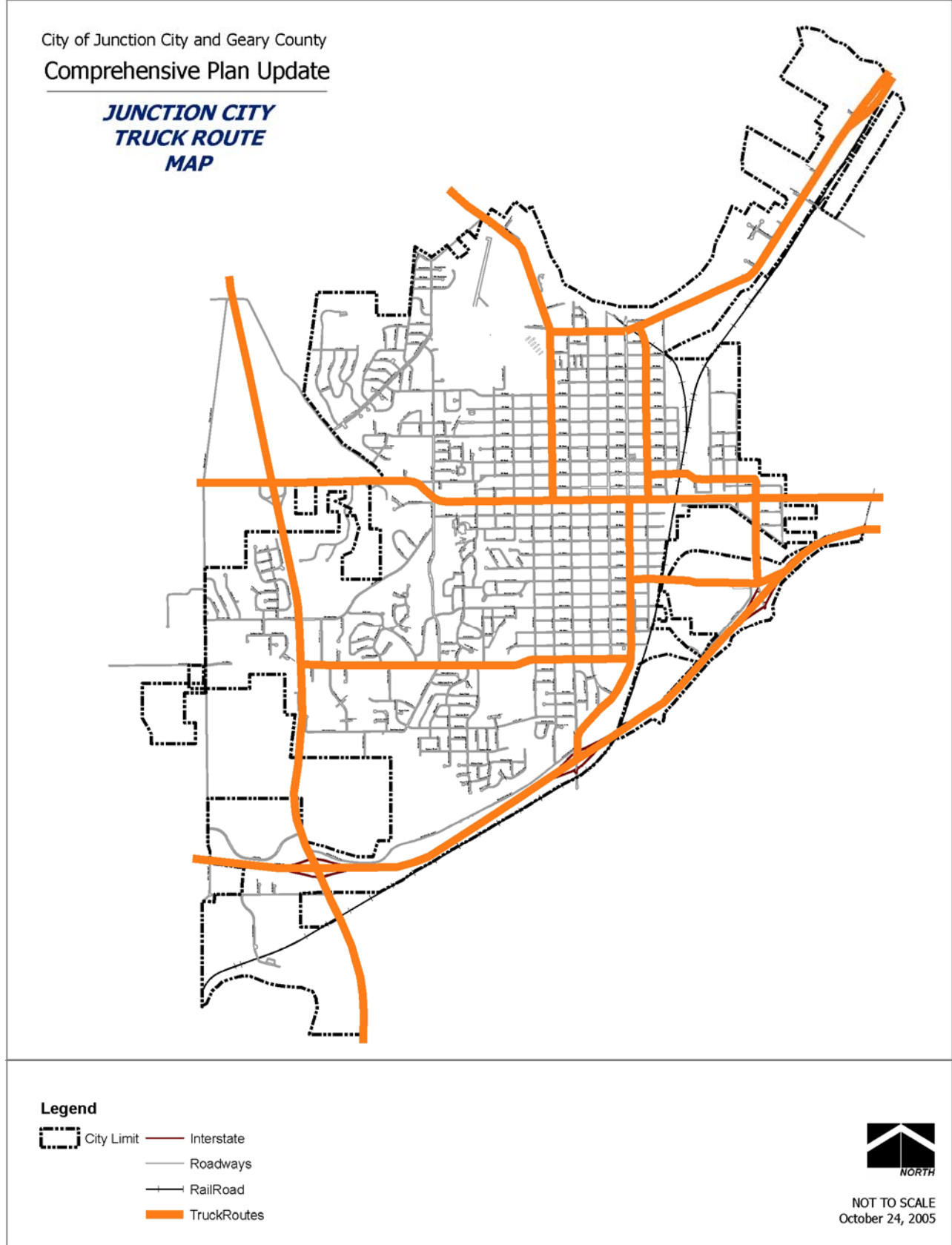


Figure C-30: Truck Route Map
Source: LSA & Associates



Truck Routes

Truck traffic passes through Junction City and travels on its streets for a variety of purposes. Many commercial and industrial businesses are dependent upon truck transportation for their continued operation. Unfortunately, truck traffic does not mix well with other types of urban traffic nor is it well adapted to the design characteristics of most urban streets.

For these reasons, it is desirable for Junction City to encourage through truck traffic to use designated truck routes. The existing Junction City Truck Route Map is presented in the following exhibit.

Pedestrian/Bicycle Mobility

In review of Junction City's transportation system, it became evident that the City does not have a bicycle system and much of the City is also without sidewalks. Whereas field review of the City did not observe many bicycling, a fair number of pedestrians were observed walking in the streets. As part of the plan development, suggestions for street adding sidewalks and potentially bike lanes should be explored.

C.11 NATURE AND ENVIRONMENT

Geary County is home to numerous nature and recreation attractions. Many of these attractions are unique to the area, drawing visitors from across the country. These attractions offer such sporting and recreational activities as fishing, hunting, hiking, biking, and nature watching. The nature settings are also home to various wildlife and vegetation. These attractions include the following:

- Flint Hills (Tall Grass Prairie)
- Milford Lake
- Milford State Park
- Geary County State Park
- Nature and Recreational Trails

Flint Hills (Tall Grass Prairie)

The Flint Hills of Kansas run in a north south band some 50 miles wide from near the Nebraska border to where they continue into Oklahoma. Geary County is in the center of this 50-mile wide band. As a result, the county-side is comprised of rolling pastures, fertile river-bottoms, and tall grass prairie. The Flint Hills are one of the last great preserves of tall grass prairie in the country. The tall grasses in this region are mostly big and little bluestem, switch grass, and Indian grass.

Because of the existing soil, the Flint Hills are more suitable to ranching than farming. Herds can be seen grazing throughout Geary County. The Flint Hills are also known for the deliberate burning of the old grass. Each spring controlled burnings can be seen throughout the region.

Milford Lake/Milford State Park

Milford Lake was authorized by the Flood Control Act of 1954 as a "multi-purpose" project. The purposes included flood control, water supply, water quality, navigation, and recreation/wildlife. Construction of the dam began in 1962 on the Republican River a few miles northwest of Junction City. The result of the project is Kansas' largest lake, a 16,000-acre reservoir with an average depth of over 25 feet.

Along a portion of the lake's eastern shores is Milford State Park. Park facilities include modern campgrounds, swimming beaches, boat ramps, picnic shelters, a full-service marina, and a multi-purpose trails system.

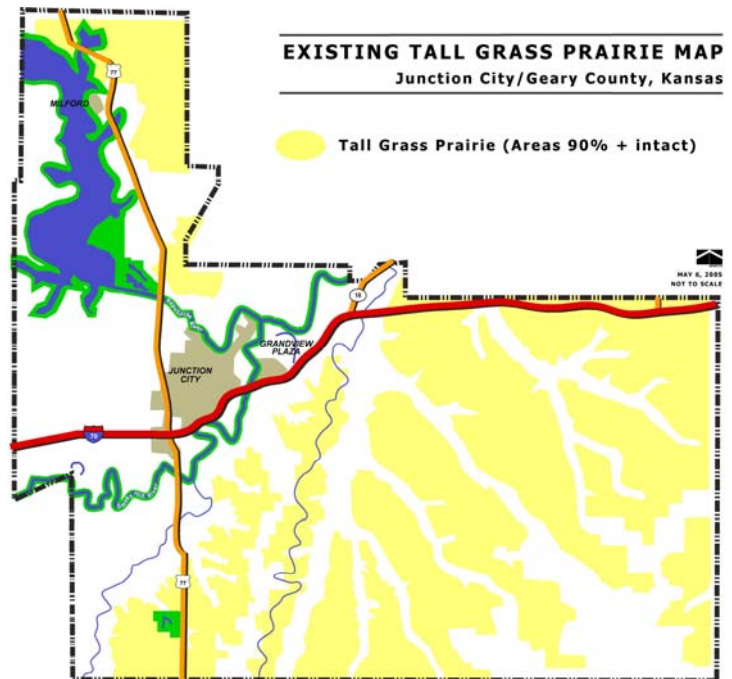


Figure C-31: Prairie Areas in Geary County
Source: City of Junction City / Gould Evans



Milford Lake and Reservoir

The state park and reservoir are popular destinations for both hunters and anglers. Various wildlife and fish, such as wild turkey, walleye, white bass, and largemouth bass are in abundance. The Milford Wildlife Area and Milford Hatchery help to preserve this local treasure as well as educate visitors.

Geary County State Park

Geary County State Park is located approximately 8 miles south of Junction City on U.S. Hwy 77. Geary State Fishing Lake and Wildlife Area are located in the state park. The lake is approximately 97 acres in size and the wildlife area is 185 acres comprised mostly of native tall grass prairie and oak-hackberry uplands.

Nature and Recreational Trails

Several nature and recreational trails are located in Geary County. The trails extend for miles throughout the country-side providing scenic and recreational opportunities for trail users. Some of these trails include:

Riverwalk Trail: is a cooperative agreement among the Junction City Parks and Recreation Department, the Fort Riley Army Post, and the Corps of Engineers. The Riverwalk Trail is roughly 5 miles and connects Junction City to Milford Dam, meandering along the banks of the Republican River.

Crystal Trail: is a 2 mile long trail near Milford Reservoir that passes by an old quarry.

Eagle Ridge Equestrian Trail: is an 8 mile trail devoted to horseback riding. The trail runs through scenic and diverse areas around Milford Lake.

Other trails in the community include Waterfall, Old River Bluff, South Park, Tallgrass, Wetlands, Homers Pond, and Buffalo Trails.



Republican River

C.12 INFRASTRUCTURE

Water

The Junction City water supply source is a series of wells located along the southern bank of the Republican River. These wells pump directly to the treatment plant located at 2101 N. Jackson. The plant was constructed in the late 1970's and was designed to be easily expandable. It has a capacity of 10.0 million gallons per day.

There are two storage and distribution systems for Junction City's water. The Lower Level System serves the portion of the City below the USGS elevation of 1,160 feet. This area contains the majority of the development prior to the 1970s including nearly all of the older portions of the City. The Upper Level System serves areas above the USGS elevation of 1,160 feet, which contains the newer subdivisions and the probable future growth areas to the west.

Water storage for the Lower Level System is provided by two ground storage reservoirs located on Spruce Street at Bunker Hill Drive. The two reservoirs have a combined capacity of 1.3 million gallons. A third storage reservoir was located north of Lawndale Subdivision. With a capacity of 0.5 million gallons, it was intended for backup purposes. It provided no usefulness, however, and was dismantled in the early 1990s.

Original water storage for the Upper Level System is provided by an elevated storage tank, located on Spruce Street at Bunker Hill Drive. It has a capacity of 0.5 million gallons. In order to enhance this system with additional water pressure and fire flows, an elevated composite water storage tower with a 1.0 million gallon capacity was constructed in the Summit Addition just east of Spring Valley Road off Ash Street.

The water mains for all systems are 12 to 16 inches in diameter. The distribution system from the mains consists predominately of 4, 6, and 8 inch lines. Although adequate for normal distribution requirements, 4 inch water lines are marginal in supplying a standard fire hydrant. Therefore, future development should be 6 or 8 inch lines.

There are three rural water districts in Geary County and one in Morris County that provide service to portions of rural Geary County. Geary County Rural Water District No. 2 supplies water to the Laurel Canyon Subdivision and the remaining portions of rural Geary County west of Milford Lake. Operation and control is through Geary County Public Works. Geary County Rural Water District No. 1 services the area roughly bounded on the north by Highway 18, the east by Spring Valley Road, the south by Old Highway 40 and the west by Taylor Road. Geary County Rural Water District No. 4 services portions of Geary County east of Milford Lake, north of the Republican River, and south of Milford, Kansas. Construction of a water treatment facility at the north end of Old Milford Road for this District No. 4 began in 2003 and was operational by 2004.

Morris County Rural Water District No. 1 provides service to members of rural Geary County who reside east of U.S. Highway 77 and south of Interstate 70. The remaining populace is dependant on individual wells for a water supply.

Sanitary Sewer

The first of two Junction City sewage treatment facilities is located in the northeastern portion of the City along Grant Avenue. Constructed in the mid 1950s, it has been periodically expanded and upgraded to meet the requirements of The Clean Water Act of 1972. Normal capacity for this facility is 2.0 million gallons per day; however, maximum capacity is approximately 3.5 million gallons per day. This treatment facility, and its system of lift stations and sewer lines, serves the portion of Junction City east of U.S. Highway 77 to include the potential new development areas. The facility capacity level of this area, including the present and future development areas east of U.S. Highway 77, is considered sufficient.



Foot Locker Industrial Facility – Southwest Junction City

The second Junction City sewage treatment facility is located in the southwestern portion of Junction City just west of the U.S.

Highway 77 and south of the Union Pacific Railroad tracks. This treatment facility, along with supporting interceptor sewer lines, was constructed in 1996 and designed to be easily expandable. Development of the Jack Lacy Industrial Park accelerated the need and construction of this treatment facility. Prior to the construction of this facility, a two-celled non-discharging lagoon system was located in the vicinity. It had a capacity of 1.3 million gallons and served only the industrial park with the system at or near capacity. These lagoons have since been abandoned with the construction of the new facility. The new treatment facility is currently at normal capacity of 1.0 million gallons per day. Maximum capacity is approximately 2.5 million gallons per day. Current developed areas west of U.S. Highway 77 are serviced by this treatment facility. Future development areas west of U.S. Highway 77 will also be serviced by this treatment facility.

With the exception of the Laurel Canyon Subdivision area, the remaining rural Geary County residents rely on one of several versions of a septic tank system. The Laurel Canyon Subdivision installed a package sewage treatment plant during development that is adequate for their needs. The Geary County Public Works department maintains the facility. Rural properties that are developed as subdivisions or individually and are located in the Milford Reservoir Sanitation Zone are required to have an approved sanitation plan for water supply and sewage refuse disposal facilities through the Reservoir Sanitation Officer of Geary County.

Stormwater

Junction City has an extensive storm sewer drainage network. The topography and unique location of Junction City between two rivers allows multiple drainage outlets to both river drainage systems. The Republican River is located directly north of the City and the Smoky Hill River is located south and east of Junction City. A third drainage system in the network is an abandoned oxbow channel of the Smoky Hill River created during the construction of Interstate 70. It is located in the west southwest portion of Junction City between East Chestnut Street and Interstate 70.

Junction City has submitted an application, in accordance with the Clean Water Act of 1972, to the Kansas Department of Health and Environment for implementation of a Standard Metropolitan Area Storm Water Plan using Best Management Practices (BMP). Once approved and officially mandated by the State of Kansas, the city will enact ordinances in support of the Plan.

Solid Waste

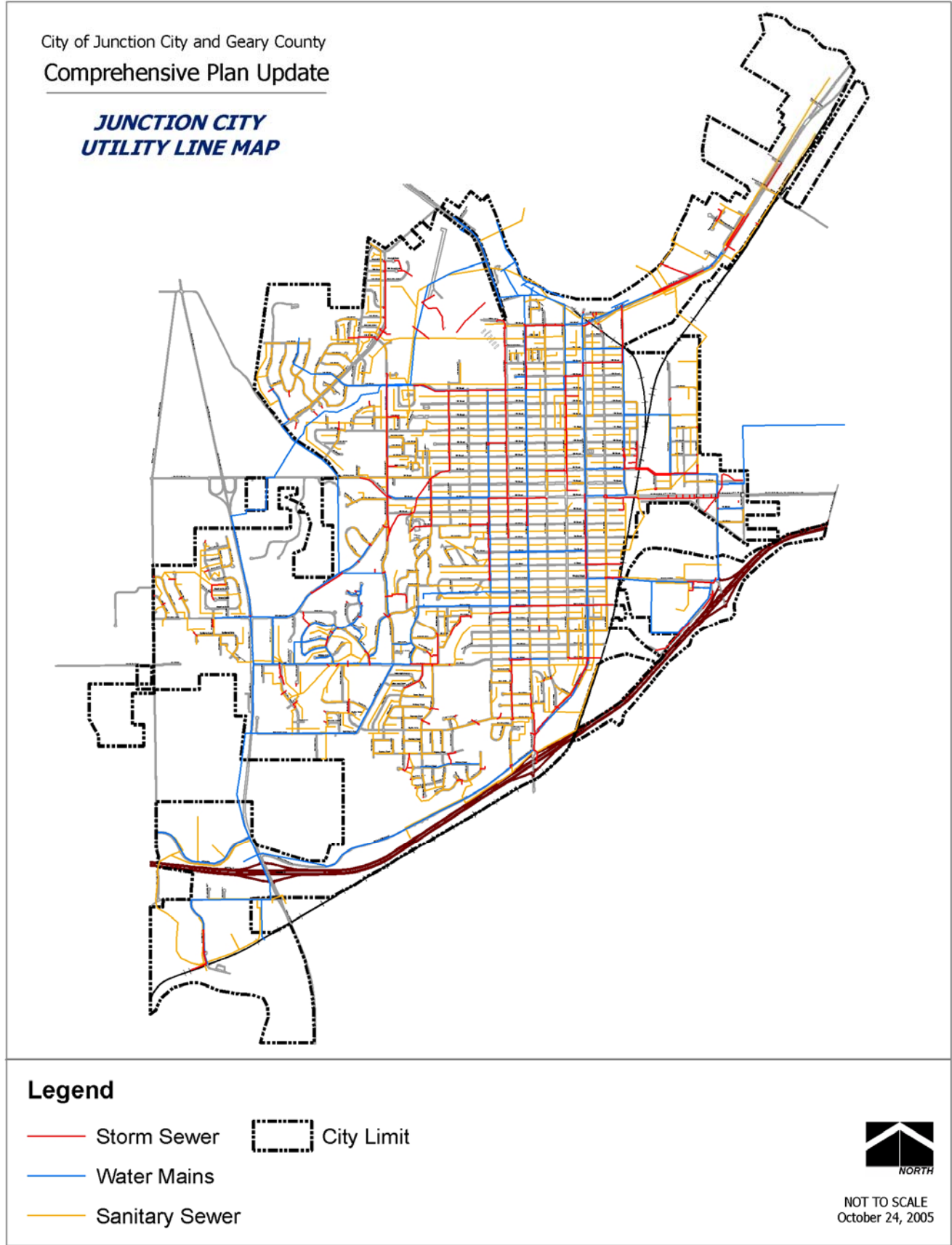
There is no landfill in Junction City or Geary County. Junction City, Geary County, Kansas State Park Agencies and the Corps of Engineers utilize a solid waste transfer station located at 1509 N. Perry Street in Junction City. The transfer station became fully functional in 1993.

Hazardous materials, from non-commercial entities, are accepted at a Geary County hazardous materials satellite collection site located at 310 E. 8th Street. Big Lakes Waste Management of Riley County, Kansas collects these materials on a regular schedule. Hazardous materials from commercial businesses are also collected by Big Lakes Waste Management on a schedule coordinated with each business.

Construction materials are disposed of individually at the Blixt Construction landfill located in Dickinson County, Kansas. Additionally, a recycle center is located at the transfer station that accepts paper, paper products, plastic containers, clear glass, steel, and aluminum cans.

Public waste collection service for Junction City and Geary County is provided by the City of Junction City and three private collection businesses, Waste Management Systems, Geary Waste Systems and J.C. Sanitation.

Figure C-32: Utility Line Map
Source: City of Junction City / Gould Evans



Telecommunications

Local telephone and internet access are provided by Sprint. Sprint provides a continuous service practice for upgrading existing serviced areas and expansion of service into newly developed areas.

Local cable television and internet access are provided by Cox Communications. Like Sprint, they provide a service practice for upgrading established areas of service and expansion into newly developed areas.

Electrical Power Service

Three companies provide electrical power service in the Junction City/Geary County area. These companies are Westar Energy from Manhattan, Kansas, DS&O from Solomon, Kansas and Flint Hills RECA from Council Grove, Kansas. Development location dictates which company will provide electrical service.

Natural Gas Service

Kansas Gas Service, in Manhattan, Kansas, provides natural gas service north of the Republican River to the county line. The City of Milford provides gas service to areas west of Fort Riley to the east side of Milford Reservoir. Expansion into newly developed areas is accomplished if requested by the developer.



Section D: Acknowledgements

STEERING COMMITTEE MEMBERS:

| | |
|---------------------------|---|
| BRAD SCHULTZ | PUBLIC HOUSING AUTHORITY |
| MIKE GUINN | WATERS HARDWARE |
| CHERYL LYN HIGGINS | CHAMBER OF COMMERCE |
| CHUCK OTTE | KANSAS STATE UNIVERSITY EXTENSION OFFICE |
| GARY JUNGHANS | JUNGHANS AGENCY |
| JEFF COVERDALE | RECREATION REPRESENTATIVE |
| LARRY DIXON | USD 475 |
| DAPHNE MAXWELL | COMMUNITY |
| BILL DEPPISH | COUNTY COMMISSION |
| DAVID BRADLEY | GEARY HOSPITAL |
| KATE MARTIN | FORT RILEY |
| SHELLEY SWENSON | CLOUD CO COMM COLLEGE – GEARY COUNTY CAMPUS |
| RON STRAUSS | CITIZEN |
| PATTI SCHOENROCK | SCHOENROCK REALTY |
| ANGEL ROMERO | MAYOR’S YOUTH COMMISSION |
| SUSAN MOYER | LIBRARY |

METROPOLITAN PLANNING COMMISSION:

Keith Asher, City

Marcus Hammond, City

Charles Mowry, County

Micheal Steinfert, City

Marsha Marsh, City

Kay Heldstab, City

Charles Otte, City

Carlana Lindsey, County

Dave Junghans, City

Daniel Boller, County

Maureen Gustafson, County

CITY COMMISSION:

TERRY HELDSTAB, MAYOR

MIKE RHODES, SOUTHEAST

MICK WUNDER, NORTHWEST

JACK TAYLOR, PAST MAYOR, NORTHEAST

KEN TALLEY, SOUTHWEST

COUNTY COMMISSION:

ELDON HOYLE, COMMISSION DISTRICT 1

BILL DEPPISH, COMMISSION DISTRICT 2

FLORENCE WHITEBREAD, COMMISSION DISTRICT 3

PLAN PREPARED BY:

GOULD EVANS ASSOCIATES

KANSAS CITY, MO



WITH ASSISTANCE FROM:

LSA

FORT COLLINS, CO

RICHARD CAPLAN AND ASSOCIATES

PRAIRIE VILLAGE, KS

KAW VALLEY ENGINEERING

JUNCTION CITY, KS

CITY OF JUNCTION CITY

ROD BARNES, CITY MANAGER

MIKE GUINN, ASSISTANT CITY MANAGER

JUNCTION CITY - GEARY COUNTY ECONOMIC DEVELOPMENT

JOSH MCKIM, DIRECTOR

MARGO CONLEY, RETAIL SPECIALIST

The Future is Ours

D-2